



# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.

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BALTIMORE, MARCH 20, 1902.

### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week. For the first issue in the month we should receive copy by Friday Morning of the week preceding.

Several weeks ago we took trouble to try to enlighten our obfuscated, though rampant, friend, Gunton's of New York, about the danger of ignorant interference with labor conditions in the South. Subsequent prolonged silence on its part was good reason for the belief that our efforts had not been in vain. Recovering its breath, it prances again to the fray to the extent of seven pages. We have taken time to read them. We find they embody no new thought. They merely confirm our impression that Gunton's is singularly obtuse in its struggles toward an understanding of plain English, or is absolutely perverse in its deliberate misinterpretations of words as they appear in print. Enough said.

The National Association of Manufacturers, at its annual meeting at Indianapolis on April 15, 16 and 17 next, will have to face the task of selecting a president in place of Mr. Theodore C. Search of Philadelphia, who announced last year at Detroit, when elected to the presidency for the sixth time, that he could not serve the association in that capacity beyond the expiration of this year. The task of choosing his successor will be a difficult one, inasmuch as Mr. Search is so thoroughly identified with everything that has worked for the development of the association from a body of 200 members to one of more than 1000, and through the association by its broadminded, public-spirited policy towards the promotion of the manufacturing interests of the country.

For the first time in its history Acadia parish, Louisiana, in which is situated Crowley, is out of debt, the last report of the sheriff showing a balance of more than \$21,000, which will be increased by about \$13,000 when all licenses and taxes have been paid in. Crowley, as is well known, is one of the centers of the rice-growing industry in Southwest Louisiana, which has added during the past twenty years

more than 20,000 thrifty white farmers from the West to the population of Acadia and Calcasieu parishes. The healthy financial condition of the parish must be attributed to this influx of progressive men, and similar manifestations may be expected elsewhere in the South with the expansion of the tide of immigration setting in from the West and Northwest.

### A PAYING INVESTMENT.

With the oncoming of settled, balmy weather and the migration of winter residents of the far South toward their Northern and Western homes, the importance of the Charleston Exposition as a profitable attraction will undoubtedly be increased. The exposition has already drawn to Charleston many distinguished men of affairs, and as Mr. Francis K. Carey of Baltimore, who has taken a deep personal interest in the project, says, "If the exposition closed tomorrow and every dollar expended in it was lost, it would be the best money that Charleston and the State of South Carolina ever spent." Mr. Carey bases this wise conclusion upon the fact that the exposition has published broadcast the commercial advantages of Charleston and the enterprise, energy and other sterling traits of its people. This advertisement will not be in vain. Nevertheless, the practical philosophy of Mr. Carey should not deter Charleston and South Carolina from continuing their efforts to make the exposition accomplish all that was expected of it in its courageous inception, and from seeing to it that the attendance upon the exposition, not only at the many special gatherings scheduled for the next few weeks, but also day by day, shall steadily increase.

### DEMOCRACY OF WORK.

In correspondence describing the work which Dr. George T. Winston is leading at the North Carolina College of Agriculture and Mechanic Arts a writer in the Charlotte Observer says that the spirit at the college is thoroughly that of the democracy of work. He adds:

Dr. Winston is doing a great work for the State, in that he is dignifying labor. The boys under him are learning that it is not a disgrace to work with the hands. I saw boys feeding, milking and grooming the cows. They are taught to feed scientifically. All the work about the college is done by boys. They clean their own rooms, bring water, wait on the table, cut and saw wood, and serve as janitors for the buildings. Work is honorable! The meanest is as dignified as the most intelligent. The South must learn this. The girls as well as the boys should be taught to work and to feel that it is not degrading. Hundreds are the positions in North Carolina that wait for intelligent and skilled workmen.

Readers of the Manufacturers' Record have learned, through letters of Dr. Winston, of the character of the work done at the college and the reason for it, the readiness of the young men to avail themselves of opportunities ever so slight to pay their way while fitting themselves for industrial careers. This spirit is manifested in other Southern

colleges of the kind, and is a token of an evolution of public sentiment which in a few years ought to contribute largely to the material development of the South. But how long are these ambitious boys to be obliged to give time which ought to be devoted to study to the occupations in which they may eke out their scanty educational funds? When will it be possible for the boys to enjoy in self-respect and as an incentive to industry in college and afterwards the system of self-perpetuating industrial scholarships which the Manufacturers' Record is advocating?

### NEW ENGLAND AN EXAMPLE.

The South will find profit in considering facts connected with the recent industrial number of the Boston Morning Journal. The fact that Boston, the heart of one of the greatest manufacturing regions in the world, and the reservoir of activities and energies felt in distant parts of the country, should produce a special industrial issue is most significant in itself. It shows that Boston, with banks having a capital of \$36,100,000, surplus of \$13,789,400, and undivided profits of more than \$6,700,000, a revelation of its material importance, is not satisfied with its great achievements, but is pressing forward even to a higher plane.

Why New England, as reflected in Boston, is so mighty is explained quite clearly in the facts which the Journal sets forth. Some of its statements are worth reproducing in full, as follows:

There are no gold fields, no mines of precious stones, no great deposits of coal and iron in the rugged country that forms the northeast corner of this broad republic. Nowhere within the boundaries of the United States has less wealth been made ready for man by nature than in New England, and yet nowhere has more wealth been accumulated. The people of the six New England States, and especially of the most important and most characteristic Commonwealth of Massachusetts, are reputed to be the richest people in the world. They wrung their first earnings out of their cold sea and sterile acres. They have made the utmost of their own scant native resources. But they have shown an extraordinary power to take the raw materials of other and less vigorous and ingenious people and turn them to profit on their own account.

New England grows no cotton, and yet it is the greatest cotton-manufacturing region in America. It grows very little wool, and yet it makes more woollen and worsted fabrics than any other like area in the New World. It draws the hides for its leather and its boots and shoes from distant States and foreign countries. It makes the whole globe tributary to its busy manufactories, and the whole globe furnishes a market for its finished goods.

In New England's early days of poverty, when she could not freight her own ships, she became the carrier for others. This genius for the great trade of transportation has long been almost a New England monopoly.

Even before the coming of the railroads that now pierce almost every important river valley in the six States, New England had begun to develop what is perhaps its most important contribution to industrial America—the modern factory system.

Instead of wheat and corn, the New Englander now makes his money out of milk and butter and vegetables and fruits. He finds it cheaper to buy his grain in the West and to grow crops that yield a greater profit to the acre. \* \* \* Thus New England agri-

culture has not been effaced by manufacturing. The two interests are not antagonistic; they have thriven and increased side by side. So, too, with commerce. It has changed its form. It no longer means ship-building and navigation, of which, save in the protected coasting trade, there is indeed only a remnant of New England's ancient glory. But never before were so many New England products shipped year after year to foreign markets.

But the bulk of Boston's exports is composed, after all, by the products of the grain fields and the cattle ranges of the West and of the cotton fields of the far South.

Heavy iron manufacture felt the sharp competition of Pennsylvania, but the lighter forms of iron and steel fabrication, which call for higher skill, were going on with gathering momentum.

There are five and one-half million people in the six New England States, or only one-fourteenth of the inhabitants of this great Union. But they make one-third of all the cotton goods made in the United States, one-third of all the woollen and worsted goods, perhaps one-half of the first-class boots and shoes.

When New England, a half-century or more ago, turned from the sea to the mill, it was the counting-rooms and banks of Boston that furnished most of the corporate capital.

A very large proportion of the New England funds that have gone to the upbuilding of Western cities and the opening of rich prairie lands has come from the boulder-strewn New England fields and pastures that are the derision of the prosperous graziers of the Dakotas and the Pacific slope.

To this wealth of water-power happened to be united the other essential advantage of an active and thrifty population, inured to toil in a climate where hard labor was possible all the year around. The opening of the great West would have ruined New England if agriculture had been her main reliance, nor could her inland communities have lived on commerce alone. It is the trinity of interest all well maintained—agriculture, commerce, manufacturing—not conflicting with, but sustaining and complementing one another, that has made New England the most solidly prosperous region in all Christendom.

The secret of material prosperity could not be told more succinctly than in these paragraphs. A region barely equipped with the elements required for mere comfortable existence has within less than three centuries been converted into a great hive of human industry and a wonderful source of the sinews of development at home and abroad. Its inhabitants were, in the beginning, little different from the inhabitants of other parts of the country, which possessed agricultural, mineral and manufacturing potentialities to a remarkable degree. But while this very plentitude of natural wealth discouraged its possessors from availing themselves of it as they could, New Englanders were forced to develop the traits which enable men to wrest success out of difficulties, and to make other sections supply them with raw material and with gainful occupation. Those traits were forehandedness and foresightedness, the ability to recognize a good thing and to turn it to the best advantage, quickness to adapt one's self to changing conditions, thereby making conditions an aid instead of permitting them to be a hindrance, and acumen in determining what is the main chance, and deftness in subordinating other interests to it. In the judi-

cious exercise of these traits was developed a balancing of the three occupations fundamental to the progress of a country.

It is for the South to note the results and to find in their causes an example for itself. With nearly one-third of the population of the country, with rich deposits of coal and iron and other minerals, with an inexhaustible supply of fuel above and below ground, with cotton at its very doors, the South is manufacturing annually to an extent of but a few million dollars more than one New England State. It supplies annually more than a third of the exports of the country, and, though it sends through its own ports probably as much, if not more than one-third, Boston is still handling some of its productions. Its agriculture has by no means reached full fruition. It is thoroughly understood why the South has not done proportionately as much as New England in joining its forces of the farm and factory in creating a basis for full enjoyment of domestic and foreign trade. For many of its drawbacks the South cannot be held entirely responsible. For instance, what have been advantages for New England in the past have in themselves been disadvantages for the South. But times have changed, and conditions with them. The opportunity for the South to pattern successfully after New England was never better than at present. The lessons of the Boston Journal's gratifying exhibit must be taken to heart.

#### THE SOUTH IN MANUFACTURING.

Capt. W. H. Snow of High Point, N. C., the pioneer in the woodworking industry of that city, reviewing its progress during the past twenty-five years, shows that its population of 300 has grown to one of 6000, of whom 3000 are employed in nearly fifty establishments, receiving about \$8500 in weekly wages. More than \$2,000,000 are invested in mills in machinery, and most of that money has been accumulated from industry at High Point. The Wilmington Morning Star holds High Point to be a striking illustration of the benefits of manufacturing to a community, not only as a means of livelihood for direct employes, but also for suppliers of raw material and food. It finds other illustrations in Greensboro, Charlotte and Fayetteville, and points the general moral that the richest community is not the one which produces the greatest quantity of crude material for industry, but the one which converts that material into some useful article for which there is a demand.

At many points in the South the truth of this moral is being emphasized, the more significantly because of the long career of the South as a producer of the raw material which has been manufactured in other sections, to their great gain. The South was gradually changing to a producer of more or less finished articles when war intervened, and it was not until 1880 and later that its proper pace was set. That it is coming into its own is demonstrated by the fact that while the value of manufactured products in the whole country increased 142 per cent. between 1880 and 1900, the value of manufactured products in the South increased in the same period 220 per cent. In the meantime the value of manufactured products in the South has increased from 8 per cent. to 11 per cent. of the value of manufactured products in the country. That fact, taken in connection with the obvious expansion of manufacturing in the South during the past ten years, shows that much of the increase in its

manufacturing has been but an increase in the first handling of material for more lucrative manufacturing elsewhere, for, with a population of 23,000,000, the South's manufactured products in 1900 were valued at \$1,406,000,000, while the rest of the country, with a population of 53,000,000, produced to the value of \$11,574,000,000. Still, the South has the proper gait, and the rise in recent years of new industrial centers in nearly every Southern State from West Virginia to Texas, and the enlargement of undertakings in older communities, with the manifest tendency toward diversification in manufacturing, indicate the determination of the South to use to the utmost all of its magnificent resources for its own enrichment and for the welfare of the whole country.

#### Plant City Prospects.

In a letter to the Manufacturers' Record Mr. William Hanson of Plant City, Fla., writes that among the railroad projects centering in Plant City are an extension of the Seaboard system from Plant City to Boca Grande, on the south side of Charlotte Harbor, where there is deep water, giving a short cut to Cuba, Porto Rico, Danish West Indies, Jamaica and other Gulf and Caribbean-sea countries by way of Braidenton, Manatee, Ellenton, Sarasota and other Gulf ports, a distance of about 150 miles; an extension of the same system from Plant City to Bartow, Polk county, a distance of sixteen miles, leading into the hard and soft rock and pebble phosphate sections and opening up a rich farming country. The W., L. & V. Railway Co. is building about fifty-five miles from Plant City to Arcadia into a section where phosphates are in sight and which produces fine pine and hardwood timber. The Plant City, Alafia & Gulf Railway has also secured a charter and is grading toward Boca Grande. Mr. Hanson adds that Plant City, situated in the highlands of Eastern Hillsboro county, is twenty-two miles east of Tampa and about 175 miles south of Jacksonville. The county produces oranges, grape-fruit, limes, lemons, bananas, strawberries, peaches, pears, plums, grapes, pineapples, corn, oats, grasses, velvet beans, sugar-cane, cattle, hogs, sheep, poultry and early vegetables. Hillsboro county has been bonded for several hundred thousand dollars for the building of good roads.

Mr. Hanson suggests as among the needs of Plant City a 50-room hotel, a 200-lamp electric-light plant, a 10-ton ice factory, small water-works, fertilizer works, saw and planing mill, evaporator and cannery, foundry and machine shop, a wagon factory and lumber-yard. He says that there are openings there for a bank, meat market, livery stable with sales department, mineral-water factory, groceries, drug store, bicycle shop, steam laundry and sanitarium, while there are openings in the professions for the right sort of persons.

Charter has been granted the Southwestern Promoting Co. of Houston, Texas, with branch offices at Beaumont, Fort Worth, San Antonio and El Paso. Its purpose is to promote and take stock in the various kinds of industrial plants suitable for location in the sections referred to; also to induce and assist capitalists and manufacturers from other sections of the country to locate in the State. C. C. Waller of Houston is president; M. L. Waller of Fort Worth, vice-president; E. P. Spears of Houston, secretary-treasurer, and capital stock \$100,000.

A dispatch from Pensacola states that work is soon to begin upon the new coal-dock at the navy-yard there.

## BACKWARDNESS OF BRITISH COAL HANDLING

By F. E. Seward, Editor of the Coal Trade Journal.

[Written for the Manufacturers' Record.]

It is a matter of common knowledge that South Wales was at one time the principal center in Great Britain of the finished-iron industry—at any rate, in reference to rails—and that it subsequently became the chief center of the great steel-rail manufacture, which it continues up to the present time. For reasons that are varied and complex, South Wales also became the chief seat of the tinplate industry, which, in its earlier career, was founded on the use of finished iron, produced from both coke and charcoal bars, but is now practically entirely founded on the use of open-hearth steel bars, produced at more than a dozen works in the principality. Both of these great industries have recently been having an unsatisfactory experience. Two of the leading works have been closed entirely as steel works—the Rhymney and the Tredegar. The open-hearth steel works have not fared materially better. On this subject the Iron and Coal Trades Review of London says:

"The competition of the United States in tin bars has compelled some of them—Welsh iron works—to work very irregularly, and in a few cases to close their doors, at least temporarily, while the existing resources of production can hardly at any time be said to have been fully employed. What is to be the future of an industry so situated? South Wales possesses sufficient coal resources at fairly moderate prices, splendid shipping facilities, ready access to continental ore supplies, and a highly-skilled, but sometimes rather unmanageable, community of artisans and laborers. No other district seems to us to be much better off in reference to the essentials of success in the steel and cognate industries. And yet it can hardly be said that much success has been attained. Is this fact attributable to want of technical efficiency, to the difficulties attending the labor problem, or to other causes? It is worth while making an effort to get at the facts."

It prints cost-sheets showing coke at \$2.60 per ton and ore at \$5.50 at the works. These costs might have been reduced, but, as a rule, the tonnage produced is relatively small, and the conditions have not admitted of the most regular working. This is the great bane of the steel trade in Britain. Works that are carried on intermittently and on small orders can never produce so cheaply as rival establishments that produce regularly and on a large scale. Herein consists the main difference between American and British conditions. So long as the steel works of Britain only produce steel in limited quantities their costs must continue to be larger than those of other countries that produce on a large scale. South Wales is, in this respect, neither better nor worse off than other districts of Great Britain. It remains to be seen how far the reorganization of works which has recently taken place, and is understood to be still pending, will affect the ultimate result.

The whole thing is in a "nutshell"—British conservatism. It is not long since a works in South Wales was producing Bessemer-steel ingots for about \$13.75 per ton, and might have produced them for even less with an up-to-date plant and the most complete labor-saving methods and appliances.

Every paper and every public speaker abroad talks of the "American invasion." As one said recently: "Trusts, corporations, amalgamations and combines are the order of the day. One fine morning we find some cute Yankee has bought up

a shipping line, or that a ship built of American steel has been launched on the Clyde." There is much food for reflection in these facts. The "conservatism" is the thing that hurts, and in railway cars, or "waggons," as in other things. A question which must clearly force itself before very long upon the attention of British colliery owners and all interested in heavy traffic is that of the movement now evident towards the use of waggons of increased capacity in all parts of the world excepting in England. It needs little foresight to see that the change is coming, for not only are waggons of thirty tons capacity and over being built for South Africa and other destinations, but also for several railways, both English and Scotch. One authority on this subject ventures the opinion that while there has not been any extensive movement in that direction amongst private owners, no doubt it will come, and "we shall in due time see the larger waggons in use for at least some of the heavy traffic, such as that from collieries to the larger gas works."

This is very, very wild reasoning, but when one knows that these "waggons" are from four and one-half tons to ten and one-half tons capacity, it is not to be wondered at that they fear the invasion of 30-ton "waggons." Again, there is an agitation for the larger use of canals in England as a means of transport for bulky and heavy merchandise. For instance, out of the total quantity of coal brought to London, a little more than one-half is by sea coastwise, and nearly the whole of the balance by rail, only 15,484 tons reaching the metropolis by canal in 1900. This is a statement that appears to call for some explanation, inasmuch as many of the coal wharves of London are on lines of inland navigation. In view of the excellent and cheap canal service of France and Germany, over which enormous freights of coal and other minerals and metals are continuously passing, it appears strange that canal transport in England should remain limited to certain localities and uses. Especially is it noteworthy that the enormous growth of London should not be accompanied by any corresponding development of canal-making, either on the north or the south of the River Thames.

As showing the backwardness of the coal-handling in London, compare it with ours. In America the coal cart is loaded in less than five minutes from an elevated coal bin. In London an ordinary wagon is made to carry about a dozen large bags of coal, which are filled one by one at an expense of much time and labor, and then lifted into the vehicle like so many milk cans. In America, when the coal cart reaches the house where its load is to be dumped, the cart is backed up against the side of the pavement, the chute is drawn out like the barrel of a telescope, and the end inserted in the coal hole. In a few minutes the entire load runs down into a heap on the floor of the coal cellar. In London, on the other hand, each bag of coal has to be taken separately from the wagon and emptied as near as may be in the coal hole, and, when the task is at last finished, the coal which has fallen over on the pavement has to be laboriously shoveled into the coal cellar. And so it goes. In all methods the Old Country is behind its younger and enterprising offshoot.

The trade press, seeing and knowing what is done in this country, try to awaken public interest there, and such a



statement as this is not unusual: "The whole question of the relative cost of production in this country and in the United States is one beset with many difficulties. The conditions surrounding industry in the New and Old Worlds vary widely. Our coal pits are becoming deeper every year. In Lancashire coal is being mined not far from what are considered to be the present limits. The working faces are receding further and further from the shafts. Seams of two feet are being worked today in the Northumberland coal field that were despised thirty years ago, whilst in many of the thicker seams all the coal to be got is that left in the form of pillars—a monument to the improvidence of a past generation of coal miners." These are some of the disabilities under which the United States has not been compelled thus far to labor. The fact that coal is here generally mined at the outcrop or reached by some short adit or drift, and the thick seams are easily won and inferior seams left, is largely accountable for the high individual output of the American miner and the low pit-mouth price of coal.

### VIRGINIA'S IRON RESOURCES.

#### A Plea for Their Utilization in Industry.

[old Dominion Sun of Staunton, Va.]

We publish elsewhere in this issue of the Sun an interview with Hon. M. A. Hanna, United States senator from Ohio, taken from the Baltimore Manufacturers' Record. It touches on a line of thought deeply interesting to the people of the South, and especially of Virginia, and in the practical application of the idea advanced the prosperity of the entire South is largely involved. It is not our purpose in this article to discuss either the subsidy bill or the isthmian canal measure, both of which are before the proper tribunal for disposal, and are emphasized by Mr. Hanna as important factors in the South's development, with which we heartily agree. We simply desire to call attention to his reference to the iron industry of the South and the necessity of constructing plants to utilize the crude iron as it comes from the furnaces. Virginia is especially interested in this phase of Mr. Hanna's suggestions, although he, like almost all Northern men, when considering the interests of the South, steps from the Potomac to Birmingham, Ala., overlooking the intervening space and practically ignoring Virginia and other Southern localities, where the natural conditions are not less favorable for iron-making than in Alabama. Indeed, we venture nothing in the assertion that iron can be manufactured as cheaply in Virginia as in Alabama, and with as satisfactory profit. We take, to sustain this assumption, the iron-ore districts of Alleghany county, Virginia. The ores there are richer in metallic iron than those of Alabama, while the coal of the New River district produces a better coke, with greater smelting power, than the coal of Alabama, with limestone in close proximity to the iron ores, forming the three essential elements for manufacturing pig-iron. Both the quality and the quantity of the iron ores and the coal available in the Rich Patch district leave nothing to desire in this respect. The ore is a brown hematite, with a vein of fossil, analyzing from 45 to 50 per cent. of metallic iron; the coal the famous New River coking coal. Taking acreage and surrounding conditions as a basis, and there is not between the two oceans a more inviting field for manufacturing pig-iron at a minimum cost than in the section of Virginia to which we refer. What is locally known as the Rich Patch property, embracing about 9000 acres, is estimated to

contain about 50,000,000 tons of iron ore. There is a splendid mining plant on this property, modern and well equipped, and under the same ownership about 8000 acres of the best of New River coking coal. These properties are in convenient distance of each other, and with intelligent management and adequate capital could be so conducted as to constitute an ideal iron-producing plant.

Apart from these properties, there is at present an output from the eight furnaces in Alleghany county of not less than 1000 tons of crude iron turned out daily, all of it adapted to the basic process of making steel, and but one small industry to convert the crude iron into finished product. This pig-iron output is all shipped east or west at a cost of \$2.50 to \$3 per ton in transportation. With a basic-steel plant in this district co-related industries would soon follow, and thus it would be easily demonstrated that Birmingham, Ala., is not the only iron and steel-making section of the South, nor where the crude iron can be produced the cheapest. It is an anomalous condition of things that the furnace products of this section of Virginia should be shipped to the Eastern and Western manufacturing centers at a cost of \$2.50 to \$3 per ton, when it could be converted on the ground into finished articles and supply the Southern markets, which now depend on the East and West for supplies.

This field is traversed by the Chesapeake & Ohio Railroad, and brings it in direct connection with the East and West. A railroad recently constructed, running from near Ronceverte north about ninety miles up the Greenbrier river, to connect with the Davis-Elkins system in West Virginia, and by that with Pittsburg, affords an outlet North and opens the great iron market of that city to this iron-producing section.

Were men of Mr. Hanna's large experience and diversified knowledge in the iron business to acquaint themselves with the conditions which exist in Virginia they would not assume, as they seem to do, that Birmingham, Ala., is the only inviting field for enterprise and capital. Let them investigate for themselves, and we feel sure the revelation would surprise them and at once direct attention to the most attractive iron-making section of the South or anywhere else. We will take pleasure in piloting them through the section we refer to, and bringing them in contact with conditions which will open their eyes to Virginia's natural resources.

#### In Aid of Trade.

Mr. C. B. Carter of Knoxville, Tenn., the secretary-treasurer of the Southern Hardware Jobbers' Association, who has served in that capacity for about six years, has been selected to organize a Southern supply and machinery dealers' association, which has been given very careful and serious consideration for some time by a number of supply and machinery dealers in the South. It is proposed to hold, for organization, a meeting at Charleston some day this month or in April, and those interested in the project have issued a circular-letter to all persons likely to be interested calling their attention to it and expressing the hope that they may participate in an organization which will result in the advancement of their line of business and prove highly remunerative to the individual members. The signatories of this letter are Smith-Courtney Co., Richmond, Va., by Geo. A. Smith, president; the Henry Walke Company, Norfolk, by S. M. Price, president; John G. Christopher, Jacksonville, Fla.; the Georgia Supply Co., Savannah, Ga., by E. N. Hartfelder, president, and the Cameron & Barkley Company, Charleston, by C. B. Jenkins, president.

## OUR TWENTIETH ANNIVERSARY NUMBER.

### Expressions of Encouragement and Commendation from Individuals and the Press.

#### The South's Reflector.

The Vindicator-News of Franklin, La.: "The twentieth anniversary of the Manufacturers' Record, a weekly journal published at Baltimore in the interest of the South and Southern affairs generally, appeared on February 20 under a separate cover from the regular weekly edition, and we consider it one of the masterful efforts of journalism towards the upbuilding of Southern enterprise. \* \* \* This is the age of specialties in the industries, arts and sciences; men, in order to reach further towards proficiency, narrow their lines of research to particular branches, so as not to confuse or divide their attention, and are known as specialists—so it is with some periodicals. But the Manufacturers' Record, covering, as it does, such a wide range of kindred subjects, finds it necessary to eclipse all others in its special editions, in order to pay the right attention to all the subjects coming legitimately within its scope; but every paragraph, every line is invigorating and enticing, and should be read over with care by the Southern people. A study of the whole number will carry a new impression to the reader; he will learn something of the advantageous resources and wonderful progression of his section of the United States, as it is compared with other sections thereof, and the conclusion will be irresistible that, taking into account the adversities we have undergone, our advancement has been without a parallel in history since the close of the Civil War. The Manufacturers' Record is possibly the most extensive publication of its kind in the world, and for that reason occupies a position which gives force to its efforts."

#### Without a Rival.

United States Senator L. E. McComas of Maryland: "Thanks for the anniversary number. It is a splendid production. Every time I look into the Manufacturers' Record I deeply appreciate the great work you are doing for the South. You are without a rival."

#### Congratulations.

Dr. Charles W. Dabney, president of the University of Tennessee, Knoxville: "Your anniversary number is a beautiful one, and I enjoyed looking over it very much. I congratulate you upon it."

#### Compliment to the South.

George P. Brown, secretary Houston (Texas) Business League: "I am satisfied that if every reader of the Manufacturers' Record derived as much pleasure out of your twentieth anniversary number as myself you would have reason to be much gratified. Such an edition I consider to be a compliment to the entire South. I wish your valuable journal all the prosperity and success your energies deserve."

#### Useful and Patriotic.

Raleigh (N. C.) Post: "Every student of industrial progress in the South, and in this day every individual should be such, should possess himself of a copy of the twentieth anniversary number of the Baltimore Manufacturers' Record. This publication is not only one of the most pretentious, but is in fact one of the most, if not the most, complete and comprehensive publications devoted to industrial and commercial interests of a section ever published in this country. That it is elegantly printed goes without saying. It deals entirely and in detail with the vast changes in the commercial affairs of our Southern States within the past twenty

years—from 1880 to 1900—and its matter is so comprehensive, covering every field of industry, that no student of these great questions can well afford not to have a copy of this publication for study and reference. The Southern people have surely entered upon a new manner of living, and the opportunities and efforts which have led up to this change must be studied to prepare for the future. The whole South is a great debtor to the enterprising and intelligent publishers of the Manufacturers' Record for this really useful and patriotic work."

#### Marked by Prosperity.

Atlanta Constitution: "The trend of progress of our section during the past twenty years has been so uninterrupted and continuous that we scarcely realize what has been accomplished in one year or five, to say nothing of a score. The Manufacturers' Record of Baltimore—but why localize it?—has issued its twentieth anniversary number, and it tells in a most interesting and convincing way what the South has done. Not a line or a letter in its ninety-two pages but what is pregnant with valuable information. Every Southern State is impartially treated; every Southern city gets its just and adequate commendation. \* \* \* It is a matter of most hearty congratulation to every loyal citizen that the Manufacturers' Record has existed. This journal's aims and service to our section and to the betterment direct of our people have been marked by our twenty years' progress and prosperity. It has never wavered in its strenuous, intelligent, practical and effective work, and it must be peculiarly gratifying to Richard H. Edmunds, the editor and general manager, to feel that his efforts have been crowned with success. This 'twentieth anniversary number' is most valuable as reference, and should be studied and preserved by every patriotic citizen of the South."

#### Advertiser of the South.

New Orleans Picayune: "In this commercial age of the world, when, on one hand, capital is seeking investment so that it may multiply itself, and, on the other, people who have resources to be exploited or opportunities for such investments to offer want to have the fact made known, advertising has come to be of extreme importance as well to the capitalist as to him who seeks the aid of capital. There is no country that offers such extraordinary attractions to investors as do these Southern States of the Union, and there has been no more faithful and effective advertiser of the South's resources than is the Baltimore Manufacturers' Record. In this connection that publication has issued on the 20th of February a magnificent showing of the progress that has been made in the development of Southern manufactures in the past twenty years."

#### The South's Progress.

Houston (Texas) Chronicle: "The story of the South's progress during the last twenty years, as told by the world's most noted authorities and printed in the twentieth anniversary number of the Manufacturers' Record, is a revelation to Texas eyes not second in importance to the revelation made by the Chronicle in its story of 'The New Treasure Field of Texas.' It carries the reader, by easy steps, out of the 'valley of desolation' to heights from which he can view the promised land, and does it so thoroughly that this





increased from 1880 to 1900 as follows: 1880, \$2,440,000; 1890, \$8,676,000, and in 1900, \$16,755,000 worth. The chief mineral industries in the State in the order of present importance are pig-iron, coal, phosphate rock, coke, clay products, stone and iron ore. The production of pig-iron increased from 47,800 tons in 1880 to 362,000 tons in 1900, or more than seven-fold, an increase in values of \$6,000,000. Our coal product is worth \$4,200,000, and is increasing rapidly. Tennessee is sixth in rank among the coke-producing States, with a product of 475,000 tons. Coke values have increased 50 per cent. in the last two years. The new phosphate industry already shows an output worth \$1,400,000 a year. Tennessee ranks seventh among the States in iron-ore production. It produced in 1900 nearly 600,000 tons, valued at \$670,000. Copper mining is an important and growing industry. Our zinc mines await thorough investigation; the field is very promising. Still, we know that the surface has hardly been scratched. Nothing would do Tennessee industries more good than a mining department of the kind provided under this bill."

### HUNTINGTON A MODERN.

Important West Virginia Center of Trade and Industry.

[Special Cor. Manufacturers' Record.]  
Huntington, W. Va., March 18.

While the effects of the coal and oil boom in West Virginia have not been felt yet to great extent in Huntington, but few of whose people have representation in the ranks of the coal "barons," yet this well-laid-out and very substantial city of some 16,000 present population is, nevertheless, fully abreast of the tide of great development which affects all West Virginia, and has expectations in an oil and coal way as well. Banker J. T. Caldwell, of well-established fame for enterprise and business ability, is at the head of a company which has built the Guyandotte Valley Railroad up that river to Nine Mile, forty miles from Huntington, and as the charter calls for its extension to Pineville, in the coking-coal fields of Wyoming county, there is a very strong likelihood of Huntington having a quite important coal development of its own.

Oil men are out prospecting for oil, and have found some in the vicinity, so an oil development as well is not an improbability.

But what Huntington already has and is forming an interesting story, and without any new "finds" she has ample foundation on which to build a busy, thrifty city of many times the present population and importance. Already Huntington does a large jobbing trade, being the commercial headquarters of an extensive territory, and there is a very considerable industrial development all around her. There is a string of industrial towns and cities stretching along the south bank of the Ohio river for thirty miles, and are connected by the excellent trolley system largely owned by ex-Senator J. N. Camden of Parkersburg. The Interstate Railway, as it is called, runs from Hanging Rock to Guyandotte, and with switches and turnouts operates some forty miles of tracks. On the main line of the Chesapeake & Ohio, practically the southern terminus of the Ohio River road, which runs to Wheeling, being on the Ohio river, and with the Norfolk & Western a few miles distant at Kenova, transportation facilities are already excellent, and the completion of the Guyandotte Valley road will add still another valuable feeder not only in the way of coal, but as a commercial carrier.

Although it is expected that much of Huntington's future development will be

along the lines of trade, and that it will show continual growth as a trading center, yet in the number of hands employed in the shops and factories she can lay claims to being already an industrial center of importance. And in this respect she shares most conspicuously in the general prosperity of the country. There are about 4000 hands employed in the various industries here, whereas there were only 700 five years ago, according to the figures of the State labor commissioner. Laborers then were begging for work at fifty cents a day; now they get \$1.75, and the demand is far ahead of the supply. Here is an important branch of the American Car & Foundry Co., employing 1400 hands; the Chesapeake & Ohio shops employ 900, the glass factories employ 300, a handle factory has 150 hands, a picture-frame factory that sends its product to all quarters of the globe employs 200 men and women, and machine shops, foundries and small factories employ some 1000 more of men, girls and boys. Where formerly there were hundreds of vacant houses in the city, every one is occupied now, and it is declared that hundreds are looking for houses at this time. Owners complain that as soon as a house is vacated—its re-rental being immediate, and often before the former occupant has moved out—it is necessary to post up a sign, "this house is rented," in order to get any relief from the stream of house-hunters that immediately sets in.

An organized effort is being made to secure new industries. A company has been incorporated to manufacture planished iron. There are some prospects of securing a bar mill and rolling mill, and on the strength of the transportation facilities the large level tract which the townsite covers—a unique feature among West Virginia cities—and the availability of great supplies of natural gas, it is calculated that a number of other industries of various kinds, among them a pottery, will be secured for Huntington sooner or later. The supply of gas comes from the Warfield district, and it is used in the glass factories, the car foundry and elsewhere. The same field supplies Ashland, where, on a bill of \$500 a day consumption at the steel works, a saving of \$150 a day over coal at fifty-five cents a ton is reported.

Huntington differs from other important cities of West Virginia in that it is wholly a modern product. There was no city here till Collis P. Huntington began the construction of his Chesapeake & Ohio Railroad. Then the Central Land Co. of West Virginia was organized to lay out towns along the road. Huntington is its chief glory. A tract four miles square was secured, and the town was laid out on geometrical lines. Huntington is now well paved and sewered, and in the main is well built. There are some excellent public buildings, which include a stone courthouse, a State Normal School with an attendance of 600 pupils, public school buildings, churches, etc. The remaining holdings of the land company consist of 2500 acres of residence property and 1400 acres of factory sites. A proposition is under consideration for the sale of these holdings to an Eastern syndicate, whose advent would be taken to mean that a new impetus was to be given the effort to build a big city here.

Unlike some river towns, those along the Ohio, in this State conspicuously, are all going right ahead. The entire length of the Ohio River Railroad, now under the control of the Baltimore & Ohio, there is activity in abundance. The developments at Wheeling and Parkersburg have been noted in these columns. All the smaller places have had their share in the good times, which have come largely

through oil, coal and gas. St. Mary's, the scene of early activity in oil, shows the benefits which a touch of wealth has given, and populous Sistersville, of gusher memory, where much oil is still being pumped, has been well paved and otherwise brightened. Point Pleasant and Moundsville are also looking up. New Martinsville, which is the terminus of the West Virginia Short Line, also recently acquired by the Baltimore & Ohio, is sprucing up amazingly, and has hopes of becoming a manufacturing point of some magnitude. Clarksburg is at the other end of the line, fifty-eight miles away. Having the machine shops of the Ohio River road and the Short Line, and being the southern shipping point for the coal and timber of the Short Line, this nucleus is of itself regarded by New Martinsville as of the first importance. Besides this, New Martinsville is in the very heart of the greatest natural-gas field of West Virginia. Some of the biggest gas wells in the State are within two to five miles of the city, and Metzel county supplies most of the gas now used by Pittsburg. Gas will be furnished to manufacturers here as low as four cents per 1000 cubic feet. The Wheeling Roofing & Cornice Co. has recently been located here, and is expected to be running in June, employing 200 to 300 hands. The institution has been in successful operation in Wheeling for several years, and last year paid 13 per cent. dividends. Cheap gas and the fact that the town gets Pittsburg freight rates on everything were inducements affecting their removal. The New Martinsville people furthermore took \$16,000 of the \$100,000 capital stock of the reorganized company. Other factories will be offered inducements to locate here.

The population of New Martinsville has doubled in two years, and is now 4000. A fine new courthouse, a handsome schoolhouse and new bank building are notable features of recent development. A large jobbing trade already exists, and there is said to be an opening for more dry goods and notion houses. Altogether, assurances are given of a very considerable development here, both in commercial and industrial lines, and New Martinsville expects to be heard from.

ALBERT PHENIS.

### Oil at New Orleans.

Some months ago the New Orleans Board of Trade appointed a special committee to investigate the subject of cheap fuel for that city. The discovery of fuel oil at Beaumont was largely the inception of the appointment of this committee, which has presented an elaborate report dealing with the question from many points of view. The report has been discussed by the board of directors, who have reached the conclusion that the contiguity of New Orleans to the Beaumont oil fields renders it probable that crude oil for fuel purposes will soon become an important economical factor in the development of manufacturing interests in the city, and that it is of supreme importance that all legislation by the city council shall be of such a nature as will best encourage the widespread use of this oil as a fuel. The report has been published in pamphlet form.

The San Antonio & Aransas Pass Railroad Co. is equipping thirty engines with oil-burners, and has begun the erection of a 35,000-barrel tank at Yoakum, Texas.

It is announced that the J. W. Guffey Petroleum Co. has awarded to the New York Shipbuilding Co. a contract for the construction at Camden, N. J., of an oil-carrying steel steamship with a capacity of 2,500,000 gallons. The vessel is to use oil as fuel.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### Virginia & Southwestern.

A correspondent of the Manufacturers' Record writing from Bristol, Va.-Tenn., says that much interest is displayed in railway and mining developments in that vicinity. George T. Carter, who has recently bought large tracts of coal lands in Wise and Dickinson counties, Virginia, is also interested in the Crane's Nest Coal & Coke Co., which has 150,000 acres of land, 100,000 of which have been recently purchased. He also has control of that part of the old Charleston, Cincinnati & Chicago road which was built between Johnson City and Huntsdale. A large force of graders are at work in North Carolina, presumably to build an extension of the line to Lincolnton, N. C. Surveys have been made, and there is also talk to the effect that the road may be extended northward through Moccasin Gap to a junction at Gate City with the Virginia Southwestern, of which the Union Trust Co. of Baltimore and interests associated with it recently obtained control. It is conjectured that the Virginia Southwestern may be extended through the breaks of the Sandy river, thence to the Ohio river to a point opposite Ironton, Ohio, where connection could be made with a branch of the Cincinnati, Hamilton & Dayton road. It is reported that surveys have been made and placed before the Cincinnati, Hamilton & Dayton officials. The richness of the Southwestern Virginia and Southeastern Kentucky coal fields is the attraction for railroads in this section. There is also speculation about the probability of connections being made to place the coal fields in railroad connection with the cities on the Atlantic coast.

A special dispatch from Philadelphia to the Manufacturers' Record says that the syndicate for the purchase of the extensive coal lands in the southwestern part of Virginia, and also for the purchase of the Ohio River & Charleston Railroad, has been largely oversubscribed. The Union Trust Co. of Baltimore is also prominent in this syndicate. The Ohio River & Charleston and the Southwestern Virginia Railroads are to be extended and connected.

### Bought by Henry G. Davis.

In reply to an inquiry, Mr. C. M. Hendley, assistant to President Henry G. Davis of the West Virginia Central & Pittsburg Railway, informs the Manufacturers' Record that the Berwind property, consisting of about twenty-one miles of railroad and some 9000 or 10,000 acres of the celebrated "Big Vein" Roaring Creek coal and timber land, has recently been purchased by Mr. Davis.

"The vein of coal in that region," writes Mr. Hendley, "runs from seven to nine feet thick. The purchase was made by Mr. Davis individually, and there is no present intention of merging same with the West Virginia Central & Pittsburg Railway Co."

The railroad properties mentioned are those known as the Roaring Creek & Belington and the Roaring Creek & Charleston railroads in West Virginia. They extend from Belington to Womelsdorf and Mabie.

Mr. Henry G. Davis is also president of the Junior Coal Co., and Mr. John T. Davis, its manager, informs the Manufacturers' Record that it will take possession of the property April 1, and expects to immediately erect 300 coke ovens at Womelsdorf. The deal amounted to about \$1,000,000.

### Southern Railway's Changes.

Mr. C. H. Ackert, general manager of the Mobile & Ohio Railroad, has been appointed general manager of the Southern Railway, and will report to Frank S. Gannon, third vice-president, who is thus relieved of the duties of general manager. Mr. C. M. Culp, traffic manager of the Southern Railway, has been promoted to fourth vice-president, in charge of traffic. C. S. Clarke, general superintendent of the Mobile & Ohio, has been appointed general manager to succeed Mr. Ackert. W. A. Turk, assistant passenger traffic manager of the Southern Railway at Washington, D. C., has been promoted to passenger traffic manager. T. C. Powell, assistant freight traffic manager at Louisville, Ky., has been appointed freight traffic manager. Mr. Lee McClung, assistant to the second vice-president, has been appointed to succeed Mr. Powell as assistant freight traffic manager at Louisville.

### Maryland & Pennsylvania's Improvements.

Mr. Thomas M. Ward, engineer of the Maryland & Pennsylvania Railroad Co., writes to the Manufacturers' Record that contracts have been awarded to Shreve & Co. of Baltimore for the graduation of two miles of line between Baldwin and Fallston, Md. Mr. Ward also says:

"The work arranged for will eliminate 420 degrees of curvature and 1353 lineal feet of trestles, and is a part of a general scheme to straighten the entire line, which will be carried along each year.

"Work for the year 1932 will also include the erection of a combination steel truss and viaduct crossing of the Little Gunpowder river, and a viaduct crossing 400 feet long at Overshot. Contracts for bridges have not yet been awarded.

"Orders have also been placed for new passenger and freight equipment."

### A Mexican Consolidation.

The National Railroad Co. of Mexico, recently incorporated at Salt Lake City with authorized capital of \$65,350,000, will, it is stated, purchase the San Luis de la Paz & Pozos Railway, from near Dolores Hidalgo to San Luis de la Paz, and an unconstructed line from the latter point to Pozos, besides a line from Dolores to Guanajuato, all in the State of Guanajuato, Mexico. It is further stated that the company will also buy the Mexican National Company's railroad line from New Laredo, in the State of Tamaulipas, Mexico, to the City of Mexico, together with a number of branch lines. The total length of the new line, including branches, will be about 1500 miles. According to reports from Salt Lake, railway officials believe that the new company is backed by the Harriman interests.

### Houston & Texas Central's Work.

Mr. J. N. Miller, manager of the Houston & Texas Central Railroad Co., informs the Manufacturers' Record that it contemplates the construction of twenty-three miles of line between the cities of Burnet and Lampasas. "The right of way," writes Mr. Miller, "has been secured throughout the entire line, together with terminal grounds for track facilities in Burnet and Lampasas. The contract for grading and masonry has been awarded to Mr. J. P. Hughes of Fort Worth, Texas, who began work on March 12. It is expected that he will be able to complete his work within six months' time."

### Lookout Mountain Railroad.

A prospectus issued by the Lookout Mountain Land & Improvement Co. says it is proposed to build a railroad from Point Lookout to Lula Lake to connect with the Durham road and the Central of

Georgia, thus giving Lookout Mountain direct connection with Chattanooga, and also providing easy access to nearby coal fields. The road is to be operated by electricity developed by the water-power at Lula falls, and freight as well as passenger cars will be run on the line. The railroad is only part of the improvements planned to make Lula Lake a pleasure resort.

### Improvements on the B. & O.

On the Baltimore & Ohio Railroad between Washington Junction and Brunswick, Md., the tunnels at Point of Rocks are to be widened to accommodate three tracks instead of two. A third track is to be built around the tunnels for use while they are being improved. The viaduct west of Catocin is to be widened for four tracks.

The contract for the improvement from a point one and one-half miles west of Tabb's Station to Cherry Run has not yet been awarded. This new line, which will be about ten miles long, will give the Baltimore & Ohio a grade of sixteen feet per mile over the North mountain instead of fifty-two feet to the mile on the present line, and will therefore do away with the use of helpers to assist freight trains over the mountain.

### Missouri Pacific's Report.

The annual report of the Missouri Pacific Railway Co. for 1931 shows gross earnings, \$36,661,093; operating expenses, \$23,615,514; net earnings, \$13,045,579. The total net income was \$14,094,411. Rentals and fixed charges amounting to \$6,615,888 were paid, leaving a surplus of \$7,478,522. Two semi-annual dividends of 2½ per cent. each were declared, amounting to \$3,563,802, leaving a net surplus of \$3,914,720. The bulk of this remainder is to be used for improvements to road and equipment. The gross earnings showed an increase for the year of \$4,368,806, while the net earnings increased \$1,956,686.

### A Texas Lumber Road.

Mr. W. W. Cameron of Waco, Texas, informs the Manufacturers' Record that the Trinity, Corrigan & Northwestern Railway, the incorporation of which was recently noted, is a lumber road that will be built from Trinity to Corrigan, a distance of thirty-nine miles. The incorporators are Mrs. Flora B. Cameron, W. W. Cameron, W. W. Seley, W. T. League, J. W. McWilliams, D. D. Fairchilds, A. B. Ives, Thomas Waties and P. C. Lipscomb. The capital stock is \$100,000.

### A Large Extension Proposed.

President Francis I. Gowen of the Choctaw, Oklahoma & Gulf Railroad, who has gone to inspect the company's lines, has positively denied the report that the road would be sold to either the Missouri Pacific or the Atchison, Topeka & Santa Fe Railway. It is proposed to expend more than \$13,000,000 in extensions and improvements upon the Choctaw system, the most important projection being a line from Amarillo, Texas, to Albuquerque, N. M.

### Railroad Notes.

At Van Buren, Ark., the St. Louis & San Francisco Railroad is preparing to build a new depot.

The St. Louis & Southwestern Railway will, it is reported, double the freight capacity of its depot at Pine Bluff, Ark.

The Alabama Car Service Association handled 47,220 cars during February, an increase of \$105 over February of last year.

During the month of February the Nashville Car Service Association handled

10,125 cars, an increase of 611 cars over the corresponding month of last year.

The Louisville & Nashville Railroad Co. reports from July 1 to February 28 gross earnings of \$20,262,083, against \$18,622,390 for the corresponding period of a year ago.

A dispatch from Harriman, Tenn., reports that Col. Jere Baxter and others of the Tennessee Central Railway are negotiating for an entrance to that town and also for terminal facilities there.

The Railway Trade Circular of Birmingham, England, says that the Caledonia Railway Co. is receiving a shipload of steel cars from the American Steel Foundry Co. of St. Louis. The cars are of the gondola type, and are of forty tons capacity.

At the annual meeting of the Norfolk, Portsmouth & Newport News Railroad Co. it was decided to complete improvements now under way and to finish the line to Churchland in the early summer. This section includes the building of a bridge across the Western branch at Rodman Heights.

Mr. W. S. Erwin, general manager of the Tallulah Falls Railway Co., Tallulah, Ga., writes to the Manufacturers' Record as follows: "I beg to advise that we have let contract for five and one-half miles of our extension, but the rumor that the Illinois Central is connected with it is absolutely without foundation."

The Fort Worth & Denver Street Railway Co. reports for 1931 gross earnings of \$2,163,397; operating expenses, \$1,589,805; net earnings, \$573,592. The total income of the company was \$585,554. The fixed charges were \$545,574, leaving a surplus of \$39,981, which showed an increase during the year of \$36,255.

The St. Louis Terminal Railroad Association reports for the year 1931 gross earnings of \$2,385,308; expenses and taxes, \$895,496; net earnings, \$1,489,812. The total income of the company was \$1,839,955, and the fixed charges were \$1,402,642, leaving a surplus of \$437,313, which showed an increase of \$191,500.

Mr. R. Montfort, chief engineer of the Louisville & Nashville Railroad Co., informs the Manufacturers' Record that the company has recently acquired additional wharf rights at Pensacola, Fla., but that the only improvement contemplated in the immediate future is the construction of an office building on Commendia-street wharf.

A dispatch from Nashville, Tenn., says that the Nashville, Chattanooga & St. Louis Railway has purchased eighty acres of land at Martin, and will erect a coal chute, repair shops and an engine-house. A passenger station is also being built there to be used in connection with the Illinois Central Railroad, and a freight depot is to be erected later.

According to a dispatch from New York the purchase of the Monterey & Mexican Gulf Railroad by the Mexican Central has been completed. By this deal the Central gains 387 miles of line. The road purchased extends from General Trevino to Tampico, and was built in 1889. At General Trevino the line connects with the Mexican International.

Mr. A. G. Cummer of Jacksonville, Fla., informs the Manufacturers' Record that it is the plan of the Cummer Lumber Co. to extend its railroad, the Jacksonville & Southwestern, to Suwanee river, but the extension will not be made for several years, and reports to the contrary are without foundation. The purpose of the extension will be to reach timber lands.

According to reports from Pendleton county, West Virginia, and Rockingham county, Virginia, it is regarded probable

that the West Virginia Central & Pittsburgh Railway, which has a corps of engineers surveying in that locality, will connect with the Chesapeake & Western Railroad at the North River Gap, and that that line will build eastward from Harrisonburg through Thornton's Gap via Culpeper and Fredericksburg to tide-water.

The next meeting of the Southern and Southwestern Railway Club is to be held at the Kimball House, Atlanta, Ga., at 10 A. M., on Thursday, April 17. Among the subjects for discussion are "The Most Economical Form of Locomotive Rates for Southern Coal," "Locomotive Trackage—the Best Modes of Keeping in Line," "Steam Heat versus Stoves—Cost to Maintain," "Master Car-Builders' Rules and Recommendations." W. A. Love is secretary of the club.

### A \$500,000 Structural-Steel Plant.

Articles of incorporation were filed last week by the West Virginia Bridge & Construction Co. of Wheeling, W. Va., the capital stock to be \$500,000. Mr. George A. Laughlin of the company writes the Manufacturers' Record giving particulars as to the enterprise. The stockholders have met and elected directors Messrs. C. R. Hubbard, Edward Hazlett, John A. Hess, J. J. Holloway, W. E. Stone, E. W. Oglebay and Geo. A. Laughlin; these directors have, in turn, elected officers. The latter are: President, Edward Hazlett; vice-president, Geo. A. Laughlin; secretary-treasurer, G. E. Wincher, and general manager, J. H. Barrett. The company proposes to engage in the manufacture of bridge and general structural-steel work, and the manager will have charge of establishing the plant. Steel buildings will be erected, and machinery of the most improved type will be purchased and installed. Work will begin at once. It is rumored at Wheeling that the La Belle Iron & Steel Co. will also engage in the manufacture of structural steel.

### To Irrigate 40,000 Acres.

A letter to the Manufacturers' Record from Frank R. Kimball, 532 Wyoming street, San Antonio, Texas, gives particulars regarding an extensive irrigation enterprise in his State. Mr. Kimball has incorporated, in conjunction with Messrs. F. A. Kimball of San Antonio and H. M. Bumpas of Pulaski, N. Y., the Illinois Irrigation Co., with capital stock of \$300,000, to complete the enterprise as planned. He states that there will be constructed a modern irrigation system and plant to supply 40,000 acres of land. The main canal will be twenty miles long, 200 feet wide, with subcanals of an aggregate length of twenty-five miles, each fifty feet wide; the first lift from river to main canal to be fifty-two feet. A modern pumping station of 120,000 gallons capacity per minute will be erected and equipped, and estimates on the required machinery are invited from engineers, contractors and machinery-builders. The plant is to be ready for use for the 1933 crop.

### Water-Power at Petersburg, Va.

Contracts have been awarded for about \$50,000 worth of machinery for installation at the locks near Petersburg, Va., by the Virginia Passenger & Power Co. This company recently bought the Richmond Passenger & Power Co. of Richmond and the Southside Railway & Development Co. of Petersburg, and proposes thorough developments of the properties. The machinery contracted for is the initial step towards building a plant that will require, it is rumored, an investment of \$500,000. At the locks there is a fall of 100 feet, which it is believed will develop 10,000 horse-power.



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

## Moving to the Mills.

The Columbia (S. C.) Record says that in the Olympia mill district since January 1, 160 families have come from the farms to find employment in the mills, and that notwithstanding the influx, there is probably room for more. It adds:

"The number this year, however, is considerably larger than usual, and it is explained by the fact that last year was a particularly disastrous one for farmers. It was especially hard on renters, croppers and that class who could not possibly make both ends meet. It was simply a matter of necessity for them to abandon the farm and seek employment elsewhere, and the mills furnished them the opportunity. Whether the loss of this class of people to agricultural pursuits is a disadvantage may be a question, but it is generally admitted that the people improve their own condition. Labor in cotton mills is hard, but the operatives possess many advantages that they would not have on the farms, such as good schools, better houses and better accommodations generally. Most of the farmers who have come here to work are from other parts of the State, though Richland furnishes her quota."

## Coolamee Cotton Mills Developing.

The extensive cotton manufacturing enterprise of the Coolamee Cotton Mills at Coolamee, N. C., continues to develop towards the ultimate size originally planned. Contracts have just been awarded for the erection of ninety operatives' cottages and five officers' dwellings, which will be required for the additional employees soon to be needed. These employees will be required because of the additional 5000 spindles and 168 looms just contracted for, which latter will increase the full complement to 25,000 spindles and 809 looms. The betterments connected with the improvements will cost probably \$100,000, the company's capitalization already being \$250,000. The enlarged plant will use about 1100 horse-power, more than half that available from the Coolamee falls. Later on an electric-lighting and a sewerage system will be established, and a 75-barrel flour mill, recently equipped, is already being operated. E. W. Thomas, superintendent, is now planning to open a night textile school for the operatives.

## Mills at Huntsville to Double.

The annual meeting of the directors of the Eastern Manufacturing Co. and of the Lowe Manufacturing Co. was held in Huntsville, Ala., during the week. A consideration of the business conditions of the two companies resulted in a decision to make early contracts for the doubling of the respective plants. Extensions of this character were about decided on last November, as announced at the time, and the companies then doubled their capital stock. The Lowe Company increased from \$100,000 to \$200,000 and the Eastern from \$50,000 to \$100,000. The Lowe plant is a 12,500-spindle enterprise, and the Eastern is a weaving and dyeing mill; both were completed recently. New York and Massachusetts textile manufacturers own these mills.

## Another Mill at Griffin, Ga.

Douglas Boyd writes the Manufacturers' Record in reference to the proposed cotton-mill company with which his name has been connected. He states that he is organizing such a company to build at Griffin, Ga., a mill of 10,000 spindles and complement, capitalized at \$200,000. There will probably be \$125,000 of common stock and \$75,000 of preferred stock issued. No plans have as yet been determined for either buildings or equipment. Messrs. J. J. Mangham, J. W. Mangham, R. W. Lynch, Joseph D. Boyd and others of Griffin are interested in the enterprise, also in other textile mills already established. This will be the sixth mill at Griffin.

## A \$125,000 Additional Mill.

Mention was made recently of a meeting of the stockholders of the Roberdel Manufacturing Co. of Rockingham, N. C., to consider plans for erecting a No. 2 mill. The meeting was held on March 12, and it was definitely decided that the additional plant be built. Arrangements for the improvements have been left to the management of the present board of directors, and the necessary steps will be taken in the near future. The company has 6384 spindles and 300 looms in the original mill, and it is the intention to duplicate that plant, requiring an investment of probably \$125,000.

## To Establish Silk Mills South.

It was announced some months ago that Lewis B. Magid of 25 Broad street, New York city, was investigating with a view to locating silk mills in the South. A current dispatch from Spartanburg, S. C., now states that Mr. Magid, representing the Sericulture & Manufacturing Co. of America, capitalized at \$2,500,000, will establish a large silk mill in that city. In conjunction with the mills it is reported the plan is to obtain 2500 acres of land, on which will be located a colony of Italian farmers and mill operatives, the latter to be employed in the proposed plants.

## The Cotton Movement.

In his report for March 14, Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 195 days of the present season was 8,989,832 bales, an increase over the same period last year of 450,947 bales. The exports were 5,376,531 bales, an increase of 717,408; takings by Northern spinners, 1,709,904 bales, an increase of 130,890 bales; by Southern spinners, 1,082,296 bales, an increase of 126,025 bales.

## Doubling a 5000-Spindle Mill.

The Premier Cotton Mills of Helena, Ark., which was completed and commenced operations a few months since, finds it advisable to double its equipment. Contract for the required machinery has been placed with the Southern representatives of leading New England machinery-builders. Probably \$75,000 will be expended for the improvements. This company now has 5000 spindles, producing yarns, and is capitalized at \$100,000.

## Textile Notes.

It is proposed to build a \$50,000 cotton mill at Chappell Hill, Texas, and company is now being organized. George W. Carlisle can probably give information.

Tavara Cotton Mills of Yorkville, S. C., will increase capital from \$40,000 to \$65,000. This company recently succeeded Sutor Cotton Mill Co., having a 6912-spindle plant.

Crawford Woolen Co. of Martinsburg, W. Va., has declared an annual dividend

of 20 per cent. Its capital is \$50,000, and the surplus at the end of the year's business amounted to \$134,000.

It is stated that New York and Philadelphia parties will establish at Portsmouth, Va., a muslin mill to employ several hundred hands. Dr. Wm. Schmoele of Portsmouth can probably inform.

Messrs. W. W. Gregg of Memphis, Tenn., and I. J. Harwood of Birmingham, Ala., have incorporated the Leeds Woolen Mills, with capital of \$50,000, to manufacture wool and engage in merchant tailoring.

J. D. Hammett of Greenville, S. C., is endeavoring to organize a \$200,000 company for the erection of a cotton factory at Honea Path, S. C. A plant of 10,000 spindles and 270 looms, to make sheetings from yarns, is proposed.

Young Men's Business League of Waco, Texas, states that it will erect the knitting mill mentioned last week, capacity to be 300 dozen underwear garments daily, and 100 to 150 people to be employed. Knitting machines have been decided upon, but prices are requested on finishing machinery.

H. C. Townsend of Anderson, S. C., states that the building for his \$25,000 twine mill, reported last week, will be two stories high, 80x115 feet in size. The daily product will amount to 2500 pounds, about thirty hands to be employed at the start. Electrical power will be used. Houses for the operatives will be built.

Ellawhite Cotton Mills of Uniontown, Ala., has signed contracts for the machinery to double its 3500-spindle plant. Announcement that this enlargement would be undertaken was made in February. Work on an extension to the present building has been begun. Capitalization will increase from \$75,000 to \$150,000.

Messrs. J. W. Setzer and J. I. Sigmon of Claremont, N. C., will organize the Claremont Cotton Mills, with capital stock of \$150,000, to build a yarn mill to employ seventy-five operatives. Messrs. Setzer was reported last December as having a cotton mill under consideration. Definite arrangements are now being perfected.

Piedmont Manufacturing Co., Portsmouth, Va., states that its proposed equipment, lately mentioned, will be of sufficient capacity to produce 400 dozen garments of ribbed underwear daily, employing 125 hands when in full operation. The building completed is a two-story structure 40x80 feet, with a 30x30-foot ell. Capital is \$25,000.

Rapid progress is being made with the reconstruction of the Globe Cotton Mills at Augusta, Ga., and the plant will be in operation in the near future. The old building has been remodeled and rebuilt, and will hold 5600 spindles. The new loomhouse is built of brick, 149x165 feet, and will hold 400 looms. A new wheelpit will be built, and new equipment of water-wheels will be installed.

Messrs. C. F. Colcord, John Threadgill, C. M. Ames, C. M. Mead and Miss Margaret McKinley have incorporated the Oklahoma Woolen Mills at Oklahoma City, O. T. The capital stock is \$50,000, and a plant will be established at once. A building 60x200 feet, two stories high, will be erected. The required machinery has been purchased; it was formerly used in a plant at Springfield, Mo.

Tennille (Ga.) Cotton Mills' stockholders held their annual meeting last week and elected directors as follows: Messrs. W. B. Bennett, H. J. Ivey, J. L. Ford, C. V. Smith, C. E. Smith, John R. Smith and H. L. Pritchard. This company's plant of 4000 spindles has not operated as yet, owing to a lack of working capital,

and it is said the bondholders may possibly obtain possession. The stockholders are endeavoring to complete plans to commence production.

Mascot Knitting Mills of Sweetwater, Tenn., has moved into its new building. This structure is two stories high, 60x100 feet, and cost \$6000. The machinery in position includes 100 knitting machines, twenty ribbers, fifteen loopers, etc., for a daily production of 1000 dozen pairs of men's heavy half-hose, about 130 hands being employed. An electric-light plant and a fire-protection system has also been installed at a cost of about \$3500. The company sells its product direct to the jobbers.

Raleigh (N. C.) Hosiery Co. intends to improve its fire-protection and water-supply systems by the installation of a 500-gallon-per-minute pump and the erection of a 100,000-gallon reservoir; it already has a deep six-inch well and a 10,000-gallon tank. The company's plant now has a daily output of 500 dozen pairs of hosiery, and equipment already contracted for will increase that to 600 dozen pairs. It is also probable the floor space will be increased from 21,300 to 30,000 square feet.

D. W. Fleming, secretary of the Anniston (Ala.) Cordage Co., states that the present buildings are ample for the proposed enlargement of equipment. The new machinery will be removed from Chicago, consisting of 200 braiders for sash-cord and clothesline, with the necessary spooling, winding, polishing, banking and packing machines to care for same. Messrs. Geo. B. Carpenter & Co. of 202 Water street, Chicago, were named last week as having secured control of the Anniston Company.

The donation of William Firth, Esq., has established a scholarship at the New Bedford (Mass.) Textile School, information regarding which may be obtained from the managing director of the school. The scholarship is primarily for the benefit of the son of a member or of a deceased member of the New England Cotton Manufacturers' Association, furnishing to the recipient tuition, books and supplies for the course. The candidates must be at least fourteen years of age, and furnish certificates of good moral character.

Additional machinery that has been in course of installation by the Orangeburg (S. C.) Manufacturing Co. is now in position and operating. The complement is now 14,000 spindles and 400 looms, producing sheetings for export to Africa, Arabia and China. There is such a demand for the product that the company would operate at night if the required operatives could readily be secured. W. G. Smith is president, and when the company organized, about two years ago, stated that sufficient capital for a second mill would be furnished by the stockholders when the first mill had proven a success. It would therefore seem probable that the additional mill will soon be built. Present capital is \$200,000.

## QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, March 18.

No. 10s-1 and 12s-1 warps.....	14 1/2 @
No. 14s-1 warps.....	15 @
No. 16s-1 warps.....	15 1/2 @
No. 20s-1 warps.....	15 1/2 @
No. 22s-1 warps.....	15 1/2 @
No. 26s-1 warps.....	16 1/2 @
No. 6s to 10s bunch yarns.....	14 @ 14 1/4
No. 12s-1.....	14 1/2 @
No. 14s-1.....	15 @
No. 16s-1.....	15 1/2 @
No. 20s-1.....	15 1/2 @
No. 22s-1.....	15 1/2 @
No. 26s-1.....	16 @ 16 1/2
No. 8s-2 ply soft yarn.....	14 @ 14 1/4
No. 10s-2 ply soft yarn.....	14 @ 14 1/4
No. 8s-2 ply hard.....	14 @ 14 1/2
No. 10s-2 ply hard.....	14 @ 14 1/2
No. 12s-2 ply hard.....	14 @ 15
No. 14s-2 ply.....	15 @
No. 16s-2 ply.....	15 1/2 @
No. 20s-2 ply.....	16 @ 16 1/2
No. 24s-2 ply.....	17 @

No. 26s-2 ply.....	17 1/2 @
No. 30s-2 ply yarn.....	18 @
No. 40s-2 ply.....	22 1/2 @
No. 8s-3, 4 and 5 ply.....	14 @
No. 20s-2 ply chain warps.....	16 1/2 @
No. 24s-2 ply chain warps.....	17 1/2 @
No. 26s-2 ply chain warps.....	18 @
No. 30s-2 ply chain warps.....	18 1/2 @
No. 16s-3 ply hard twist.....	15 1/2 @
No. 20s-3 ply hard twist.....	16 @ 18 1/2
No. 26s-3 ply hard twist.....	17 1/2 @

Market very firm; good demand.

#### Cottonseed-Oil Notes.

At a recent meeting of the directors of the Saluda Oil Mill Co. of Saluda, S. C., it was decided to increase the capital stock from \$15,000 to \$25,000.

The full amount of stock to establish a cottonseed-oil mill at Homer, La., has been subscribed by local capitalists, \$40,000. The work of construction on the mill will be commenced at once.

A large lot of machinery has been received by the Gadsden Cottonseed Oil Co. at Gadsden, Ala. Conners Bros. will enlarge their mill and double the capacity, making it forty tons a day. The mill is said to be a complete success, being among the best industries of that section.

A cottonseed-oil mill to be known as the Buckeye Cottonseed Oil Co. is to be erected at Little Rock, Ark. A site has been secured in North Little Rock, and the company will probably invest \$100,000 or more. The Proctor & Gamble Company of Cincinnati are said to be the largest stockholders.

The Transatlantic Trading Co. of Galveston, Texas, reports the shipments of cottonseed products from that port for the month of February as follows: Cottonseed meal 6750 tons, and cottonseed cake 10,345 tons, or a total of 17,095 tons. Shipments from New Orleans for February were 10,445 tons of cottonseed meal.

The following is a statement of the exports of cottonseed cake and meal from Galveston, Texas, and New Orleans from June 30, 1901, to February 28, 1902, in tons: Galveston to Great Britain and continental ports, 95,400 tons of cottonseed meal and 27,920 tons of cake; New Orleans to Great Britain and continental ports, 41,045 tons of meal and 90,470 tons of cake.

The following are the official quotations on cottonseed and cottonseed products as posted at the Cotton Exchange in New Orleans on the 17th inst.: Prime refined oil in barrels, 40 1/2 cents per gallon; off refined oil in barrels, 39 1/2 cents per gallon; prime crude oil, loose, 34 cents per gallon; off crude, nominal per gallon; prime cottonseed cake, \$25.75 per ton of 2240 pounds; off do., nominal; prime cottonseed meal, \$26.25 per ton of 2240 pounds; off do., nominal; soap stock, 1.25 cents per pound; linters per pound—A, 3% cents; B, 3 1/2 cents; C, 2 1/2 cents; cottonseed in sacks delivered in New Orleans, \$16 per ton of 2000 pounds; in bulk delivered in New Orleans, \$15 per ton of 2000 pounds.

Messrs. W. H. Norris and M. L. Womack, Jr., the former president of the W. H. Norris Lumber Co., and the latter representing the Trinity Lumber Co., both of Houston, Texas, have purchased the famous "Gebert" shingle plant at New Iberia, La., with sufficient timber to run it for five years. A new company, to be known as the Gebert Shingle Co., has been incorporated, with \$40,000 paid-up capital, to operate the plant. The officers of the company are W. H. Norris, president; Thomas S. Foster, vice-president, and M. L. Womack, Jr., secretary and treasurer.

A dispatch from Sabine, Texas, says that were it possible for oil producers to secure all the ships needed to carry their output to market on the seaboard and at foreign ports, there would probably be a hundred ships entering and clearing daily at Sabine and at Port Arthur.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., March 19.

The local phosphate market, in sympathy with other fertilizer ingredients, continues to show a steady tone, and values are generally a shade better than last week. There has been some Tennessee and Florida rock offering, and several sales are reported of the latter. The following charters were reported for the week: A British steamer, 1804 tons, from Tampa to Helsingborg with phosphate at 16/6, April-May; Austrian steamer Emelia, 2347 tons, from Fernandina and Norfolk or New York to Hamburg, Rotterdam or Bremen, option two ports, with phosphate and general cargo on private terms. Advices from the Southern phosphate belt are generally favorable, with development active and miners holding the product at prices showing a better margin of profit. In the hard-rock section of Florida the output is better, while land and river pebble is being mined in quantities to meet the present demand. Le Phosphate of Paris, in reviewing the situation in American phosphates, says: "The market is quiet, and transactions are relatively few. Some offers of American phosphates have been placed quite reasonably, but it is very difficult to appreciate these transactions at their true value, since for some time certain sellers of American product have compelled us to draw many distinctions in the quality of the goods. There is pebble and pebble, as there are equally many kinds of hard rock, and if one should confine himself to prices quoted he would certainly meet with many disagreeable errors. Thus we have lately seen land pebble offered at 4 1/2, and even 4 1/4, when we know that 'bona-fide' productions are squarely held at 5 to 5 1/2. In every case it is important to know how to make a distinction, but this requires to be particularly pointed out, for, in hearing of these low-priced offers, buyers do not always consider that the market, supported by responsible sellers, is not as sensitive as they would like to suppose it to be." The South Carolina market continues to show good form, and values for foreign rock firm. In Tennessee the market is unchanged, with the output held firm for both domestic and foreign rock.

#### Fertilizer Ingredients.

The market for ammoniates continues to show a firmer tone, with the offerings generally light and packers in the West strong holders. There is considerable interest taken in the market by Eastern buyers, who are at present engaged in shipping. A fair Southern inquiry is also present. Tankage and blood are higher, and firm at quotations. There is also considerable strength in fish scrap. The menhaden fisheries of the Chesapeake bay last year amounted to 30,000 tons, and the amount produced has its effect in shaping the market and giving it its present tone.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 90 @ 2 95
Nitrate of soda, spot Balto.....	2 20 @ 2 25
Blood.....	2 35 @ 2 37 1/2
Azotine (beef).....	2 40 @ 2 45
Azotine (pork).....	2 40 @ 2 45
Tankage (concentrated).....	2 25 @ 2 27 1/2
Tankage (9 and 20).....	2 32 1/2 @ 2 35 & 10
Tankage (7 and 30).....	21 00 @ 22 00
Fish (dry).....	27 50 @ 30 00

#### Phosphate and Fertilizer Notes.

It is understood that Maj. J. W. Stillwell, now general manager of the Tennessee Phosphate Co., at Mt. Pleasant, Tenn., will retire from that position on the 1st of April. Mr. A. E. Sheldon will succeed Major Stillwell.

It is stated that a movement is on foot

to build a \$1,000,000 fertilizer factory at Epea, near Livingston, Ala. It is also said that a number of Chicago capitalists are behind the movement. Lime rock, which is found in large quantities near that place, will be used on the plant.

It is reported that a number of rich deposits of phosphate rock have recently been discovered near Brooksville, Hernando county, Florida, and it is believed that several large plants will shortly be erected in that section. Several representatives of leading phosphate companies have been prospecting near Brooksville during the past week.

At a meeting of the Engineering Association of the South, held last week at Nashville, Tenn., Mr. Herman D. Ruhm, an extensive phosphate dealer of Mt. Pleasant, Tenn., read a paper on "Past and Future of the Phosphate Fields of Mt. Pleasant." Mr. Ruhm gave an accurate account of the discovery of phosphate and the development of the industry up to the present time.

The Marietta Guano Co. of Atlanta, Ga., has been succeeded by the Marietta Fertilizer Co. The latter company has purchased the plant and entire equipment of the former company. The new company just chartered enters the field with fine prospects, having an established trade and one of the best-equipped plants in the country. Two other fertilizer plants at Nashville and another at Louisville have been incorporated into the new company, and the entire capital stock of the combined concerns will be about \$750,000, with a yearly output of 100,000 tons. The officers of the company are W. M. McKenzie, president and treasurer; A. M. Dobbs, vice-president and secretary, and D. W. Blair, attorney. Associated with these gentlemen are Messrs. James G. Tinsley of Richmond, Va., and T. G. Tinsley and A. D. Ledoux of Nashville, Tenn.

The stock of the Virginia-Carolina Chemical Co. of Richmond, Va., has risen six to seven points during the past fortnight. Heretofore the preferred stock has hovered around 120, the last figure being 127 asked. Details of an official statement of the Virginia-Carolina Chemical Co. show that the total outstanding stock is as follows: Twelve million dollars of preferred stock and \$27,984,400 common stock. The common stock was increased in December, 1901, by the additional issue of \$15,984,400. This increased stock was used in the acquisition of the Southern Cotton Oil Co., which was the owner of about eighty cotton-oil mills, ginneries and fertilizer companies. It is also owner of the Wesson process of deodorizing and clarifying cottonseed oil. This has proved to be an extremely wise move, as the cotton-oil business has been highly profitable, and it is believed will continue so for an indefinite time. There has also been a large profit from by-products in connection with the cotton-oil business. By the end of the fiscal year June 15, 1902, it is confidently expected that at least \$3,000,000 net will have been earned, equal to about 8 per cent. on the common stock. This showing will no doubt be further increased in the new fiscal year, when the company will have the full benefit of the new property which it has acquired.

Mr. E. R. Childers, a well-known lumberman of Fort Meade, Fla., who recently purchased 8000 acres of land and the St. Augustine Improvement Co.'s mills at Woodland, near St. Augustine, Fla., is now erecting other mills at the same place. A shingle mill is also in operation, and the erection of another of much greater capacity is contemplated. Hardwood timber abounds on the large tract purchased, and Mr. Childers expects to erect a hardwood mill of large capacity.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., March 19.

The general tendency of the local lumber market is towards a higher range of prices. In almost every avenue there is a scarcity of stock of certain grades, and with the urgent demand in certain lines, prices are generally firm and higher. In North Carolina pine this is especially true, stocks in many instances being badly assorted, and demand and inquiry showing an increase. Receipts of rough and kiln-dried lumber are improving, however, and local wants are becoming more easily satisfied. Stocks at milling points are being replenished, and manufacturers are contemplating the step of placing a double force at their mills in order to meet the rush of orders. In white pine the market is strong, with a general advance all along the line. The demand for this commercial wood has been strengthened by the destruction of forests in the Northwest, and as there is practically no substitute for this wood in certain building operations, the market is likely to show considerable strength for some time to come. There is also a much better feeling in cypress lumber, and prices show considerable improvement, especially in the better grades of the Gulf output. In hardwoods the market is very steady, with prices for choice grades of dry lumber rather higher. Stocks at mills are showing a better assortment, but are generally held at higher figures than buyers will accept. The foreign export trade shows some improvement, but advices from the United Kingdom are not favorable. The London Timber Trades Journal of the 8th inst., in reviewing the market, says: "The large clearances of sawn and planed wood by auction in London continues, and, judging by the results of the recent sales, sellers have to submit to considerable sacrifices in this summary method of realization. The pine market is steady, but transactions are somewhat limited, and the buoyant spirits of spruce men at the end of last year have undergone considerable modification since. The position in the mahogany and hardwood trade is unchanged. The market remains steady at recent rates, with rather a firmer tone prevailing, but the demand is still quiet." Advices from continental ports of Europe are also unsatisfactory, and the market is reported dull.

#### Norfolk.

[From our own Correspondent.]

Norfolk, Va., March 17.

Climatic conditions in this section have been much more favorable for lumbermen during the past week, and it is now desirable that the weather should continue fine, so as to enable manufacturers to complete their orders. The lumber industry at the moment in this section of Virginia and Eastern Carolina is showing up in good shape, and the demand for lumber shows no falling off. North Carolina pine men characterize the outlook for business as very encouraging, and at present they have more than they can do to fill orders on file. Stocks in many cases are badly broken, and are decreasing rapidly in some cases, while with the advent of a heavy spring business it is likely that many mills will work day and night. The tone of the market is firm and hardening, and the question of prices is not seriously considered by the buyer if he can get the lumber. The local demand for lumber is larger than ever before, and immense



quantities are going into consumption to satisfy the demand of builders and others in the city and suburban points. There is unusual activity among planing mills here, as well as in all woodworking concerns. Dressed lumber is being shipped in large quantities, and prices are going higher. The business in hardwoods is showing much better volume, and receipts of dry lumber are rather light, with prices very steady for desirable stuff. The foreign export business in pine and hardwoods is light, prices for domestic trade being much better, with a greater demand.

### Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., March 17.

During the present month there has developed an increased demand for lumber, and the market is firm, with shipments larger than usual. Mills at this and adjacent points are nearly all running on full time. The old Bucki mill here, now owned and operated by Mr. McGuire of St. Augustine, is operating at its full capacity, with orders sufficient for some weeks to come. The meeting of the Georgia Saw-Mill Association, to be held in this city tomorrow, is looked forward to with considerable interest by local millmen. Florida's production of lumber was never so great as during the past year, and during the present year it is expected that the output will be materially increased, while the meeting of the association here at this time will likely result favorably for the general membership. The leading millmen of this State take quite an interest in the work of the association. The East Coast Lumber Co., the Cummer Lumber Co., Dexter Hunter, Thomas Dowling, George L. Drew and E. J. White are among the Florida members interested. Among the new lumber enterprises just launched is that of the Florida Land Co., incorporated a week ago with a capital of \$1,000,000. It is said to be the purpose of this company to operate in Florida lands, especially in Manatee county, on the west coast. It controls already a large tract of timber land in that county, whereon it will at once erect a large saw-mill. It is proposed to develop the project first as a milling enterprise, thus clearing the lands for citrus and other fruits. The shipments of lumber and other wood products during the past week from this port have been brisk, including the following vessels: Schooner John S. Deering for Bath, Maine, with 353,000 feet of lumber. The Clyde Line steamers are doing a large freight business, each steamer going out with a full complement of lumber. The Westover cleared for Philadelphia last week with 300,000 feet of lumber; the Iroquois for New York with 475,000 feet of lumber, 7000 bundles of shingles and other cargo, and the Algonquin for Boston with 275,000 feet of lumber, 1500 crossties and 2400 bundles of shingles. Freights on lumber continue steady as to rates, with a moderate offering of desirable tonnage. Charters reported this week are the schooner Joel Cook, 370 tons, Jacksonville to New York with lumber at \$5.50; schooner Nellie T. Morse, 417 tons, Jacksonville to Albany, N. Y., with dry cypress at \$5, and schooner Julia A. Trubee, 373 tons, Jacksonville to New York with lumber on private terms.

### Pensacola.

[From our own Correspondent.]

Pensacola, Fla., March 17.

At present there is considerable activity in timber and lumber, and indications point to a remarkably busy spring and summer trade. The market for sawn timber at the moment is steady, with most of the stock on hand held at 15 cents per cubic foot. The foreign advices are more

encouraging, and manufacturers are holding their timber at outside figures. Hewn timber is worth about 13 cents for good averages of B1 good. There is a good demand for lumber, and stocks are not by any means excessive, while prices rule steady at \$14.50 to \$15.50 for prime and better. The operations of the Alger-Sullivan syndicate at Century, Fla., and the improvements now being made here by the company has brought about some of the old-time activity in loading vessels for Europe. The Alger-Sullivan Lumber Co. has now a large force of carpenters, electricians and laborers at work on Sullivan's wharf making improvements preparatory to exporting immense quantities of timber and lumber through this port from its mills at Century. New timber chutes have been erected on the wharf, and on Friday last eleven cars laden with timber arrived from Century and were lowered into the boom. Several trainloads of timber and lumber are expected daily, and four large steamships are now due at Pensacola, and it is stated that several ships per week will be loaded by the company, with a strong probability that a regular line of steamers will be operated. Freights continue to rule steady, with rates unchanged. The following charters were reported last week: Dutch steamer Gauma, 1336 tons, from the Gulf to Rotterdam with timber at \$2/6, option Rotterdam and Goole at \$6/3, April-May; schooner John H. Stanhope, 391 tons, from Pascagoula to Havana with lumber at \$6, and schooner John R. Bergen, 564 tons, from Mobile or Pensacola to Newport News with lumber at \$5.50 or \$5.75, as to dispatch.

### New Orleans.

[From our own Correspondent.]

New Orleans, La., March 17.

There never was a period in the history of New Orleans that the outlook for the speedy development of all classes of commercial and industrial institutions was more encouraging than at present. The progressive period may be said to have been entered upon and a united effort instituted to keep this the leading Southern port of commerce and industry. At the moment all indications point to a more than average volume of trade for 1902. Investors from all sections of the country are daily to be met with fully alive to the progress of this city and State, and ready with capital, eager to embrace the opportunity of launching any enterprise in one of the many channels open for investment. Just at present it may be stated that the lumber and timber industry and the development of timber lands is engaging more than ever the attention of investors, and while this industry has been prominent for a number of years, the present course of the lumber market indicates a season of greater activity than has been experienced in a number of years. The lumber industry of Louisiana, from the late census returns, now ranks third among the Southern States, Arkansas and Tennessee being the only two States in excess of output, the latter State only a trifle ahead of Louisiana. The activity at present in all avenues of the lumber industry is now more decided than at any time since the new year opened. In yellow pine the demand is brisk, and at all adjacent points in Louisiana, Mississippi and Texas mills are crowded with orders. The export movement, although showing considerable improvement, is not up to the mark. There is, however, a considerable movement in hardwoods, and exporters look for considerable business in the next sixty days. The cypress trade is reported in fine condition, and the volume of business constantly increasing. The mills of the association, as well as others outside, have all the orders they can handle, and the de-

mand is so urgent that prices have been slightly advanced. The new list became effective on February 27, but the advance has not had the effect of diminishing orders, but, on the other hand, the rush to purchase continues the same. All the mills are running at full capacity, and all have a good supply of logs. The demand is good, both from points east and west of the Mississippi river. It is stated that the St. Louis Exposition authorities have changed the specifications for the mill work which will go into the large buildings from white pine to cypress. This change will have the effect of holding the cypress market firm, as millions of feet will likely go into consumption for all the buildings. The reports from all milling points on the lake are encouraging. At Gulfport and other points shipments are materially increasing as the season passes. There is at present a decided demand from local builders, and the many new buildings in course of erection and improvements under construction will absorb a large quantity of building material during the spring and summer. A decidedly better feeling also prevails among real-estate men, and the tone of the market is of a much more healthy character. Recent sales of real estate show greater enhancement in values, and there are numerous inquiries from non-residents who wish to purchase for building houses, as well as from non-resident capitalists for investment properties.

### Lumber Notes.

The Hudson River Lumber Co. of Hudson, Ark., has increased its capital stock from \$10,000 to \$150,000.

The Vanderwood Lumber Co. of Kansas City has been chartered with a capital stock of \$30,000. The incorporators are W. F. Ingham, W. E. Beach and others.

The Lewis Lumber Co. of New Lewisville, Ark., has been chartered with a capital stock of \$25,000. The incorporators are A. S. Johnson, J. S. Owen and M. E. Harrell.

The Fayetteville Wagon Wood & Lumber Co. of Fayetteville, Ark., has been chartered with a capital stock of \$50,000. The officers of the company are George W. Cleveland, president; Leslie W. Weston, secretary, and Wiley P. McNair, treasurer.

The W. H. Patrick Lumber & Manufacturing Co. of Ola, Ark., has been chartered with a capital stock of \$25,000, of which \$6700 has been paid in. The officers of the company are: J. H. Pullin, president; W. H. Patrick, general manager; J. C. Bell, treasurer, and S. M. Patrick, secretary.

It is stated that J. W. Frahn of Decatur, Ala., has closed an important deal with Arantz Bros. of Fort Wayne, Ind. The sale includes the site of the Tennessee Spoke Co. at Decatur, with river front of 1800 feet and buildings, where Arantz Bros. will put in and operate a large barrel-stave and veneer mill, employing 200 men.

At the annual meeting of the stockholders of the Huntsville Furniture & Lumber Co. of Huntsville, Ala., Mr. James A. Ward was re-elected president, and James A. Ward, Jr., secretary and treasurer. The factory, which employs 100 men, will be doubled in capacity, and the product of the new addition will be the finest grades of furniture.

The Alger-Sullivan lumber syndicate has a large force engaged in making improvements on Sullivan's wharf preparatory to exporting immense quantities of timber and lumber through Pensacola from its mills at Century, Fla. It is said that \$100,000 will be spent in improvements. The entire wharf will be rebuilt and lighted by arc lights.

The Georgia Lumber & Development Co. of Atlanta, Ga., has been incorporated with a capital stock of \$5,000,000. The incorporators are Charles Berry, Michael Jacobs and Chas. W. Phillips, all of New York. The business of the company will be the buying and selling, improving and operation of properties in all the Southern States. The main office will be located in Atlanta.

One of the largest saw-mills in Greensville county, Virginia, owned and operated by Messrs. Vincent, Shepherd and others, will be moved to Weldon, N. C., where an extensive lumber plant will be established by the above parties. The company will operate thirty or forty miles of railroad, which will penetrate their immense holdings of timber in Halifax, Nash and Franklin counties.

The Brunswick Lumber Co., a branch of the Camp Manufacturing Co. of Franklin, Va., is building an immense saw-mill at De Witt, on the Seaboard Air Line. The plant will be a band saw-mill, and will be one of the largest and most modern in the State. The company has valuable timber holdings in that section, and will build a steam railway through its principal lands.

At Menominee, Mich., last week it was reported that the secretary of the Kirby-Carpenter Lumber Co. of that city had left for Lake Charles, La., to close the sale of the Calcasieu tract of 20,800 acres of long-leaf-pine timber land at \$21 an acre. After disposing of this tract the company will still have 3000 acres of valuable timber land in that section for sale, of which negotiations are now under way.

The Jennings Lumber Co. of Jennings, La., has been incorporated by the Trelue Cypress Lumber Co. of Patterson, La., by E. M. Stebbins, a well-known lumberman of Abbeville, La., and B. F. McCrary of Patterson, La. The company has purchased a block of ground at Jennings and expects to be ready for business by the 1st of March. A large stock of cypress and pine lumber will be carried in stock. Mr. B. F. McCrary is general manager of the company.

It is stated that a hardwood saw-mill will be erected in the forest near Coosada, Ala., by the Clear Creek Lumber Co., of which W. J. Robinson of Birmingham, Ala., is president, with other Birmingham capitalists members of the company. The company has bought 10,000 acres of timber land near Coosada thickly timbered with oak and other hardwoods. The mill to be erected will be a very extensive affair—a large two-story structure, with a daily capacity capable of supplying all demands.

The recent purchase of a 500,000-acre tract of timber land in Chihuahua, Mexico, by the Development Co. of America has caused the establishment of an immense saw-mill plant at El Paso, Texas. The tract of timber land included in the purchase is located near the Sierra Madre road in Mexico, and a line of road is to be built to tap the timber. There is no import duty on logs, and the rates made by the Sierra Madre Railroad are sufficient to induce the building of the saw-mill at El Paso.

The Whiteville Lumber Co. of Whiteville, N. C., has commenced the erection of an extensive saw-mill and dry-kilns. The plant will be located on the Atlantic Coast Line, near the depot of Vineland, and will have a capacity of 40,000 feet of lumber daily. This company was organized several weeks ago, and has a paid-up capital of \$25,000. The officers of the company are Nathan O. Berry of Goldsboro, president; J. A. Brown of Chadbourne, vice-president, and Charles W. Edgerton of Goldsboro, secretary and treasurer.

## MECHANICAL.

## Davis Double-Turbine Water-Wheel.

The water-wheel is one of the oldest known forms of developing power for transmission to mills and factories. Its use continues today, and is ever on the increase, more especially since the introduction of the system of electrical transmission of the power obtained from the flowing water.



FIG. 1—THE DAVIS TURBINE WATER-WHEEL.

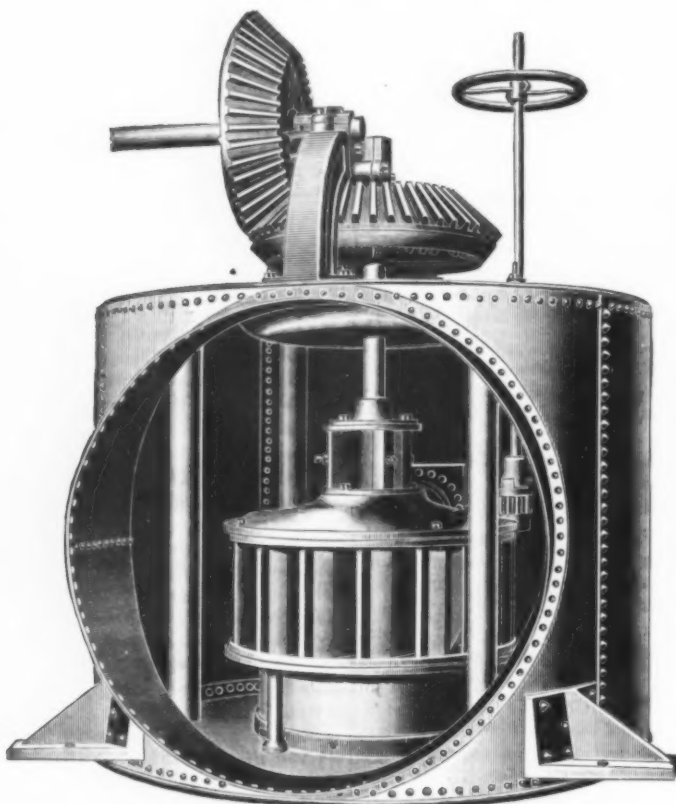


FIG. 2—THE DAVIS TURBINE WATER-WHEEL.

Great improvements in water-wheels have been made during recent years. Modern invention and methods of con-

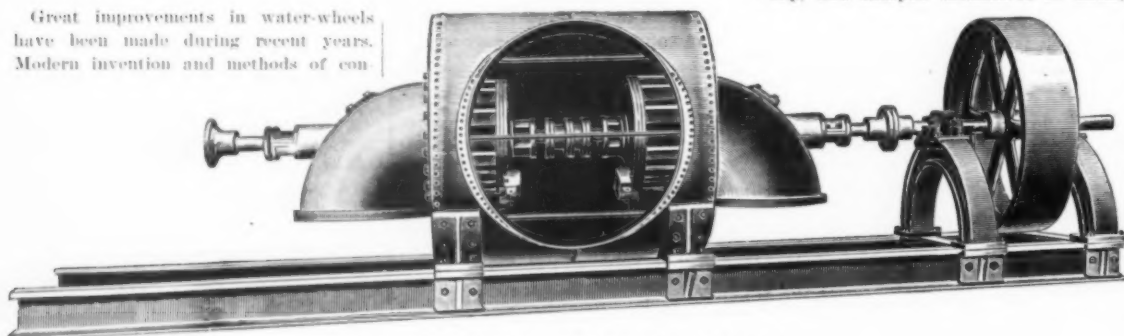


FIG. 3—THE DAVIS TURBINE WATER-WHEEL.

struction have combined to produce wheels that are giving the utmost efficiency and economy in practical use. The Davis Foundry and Machine Works of Rome, Ga., has been building water-

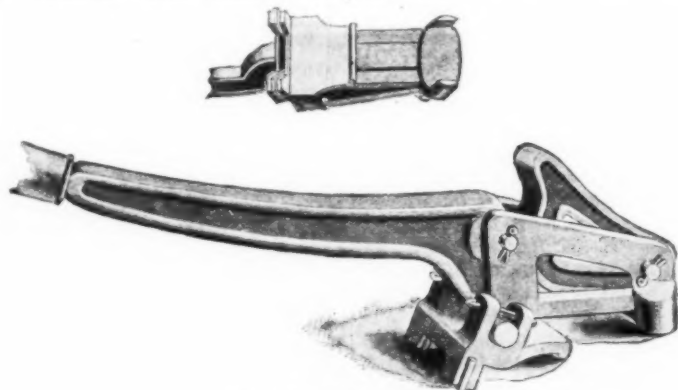
wheels over twenty years, and its product is giving full satisfaction in numerous textile mills, foundries and machine shops, grain mills, electric-lighting and power plants, oil mills, woodworking mills and other industrial establishments.

high-duty, heavy, continuous work; in fact, they fulfill the requirements of any case as designed and built by the Davis Company.

Operators about to install water-wheels are invited to correspond with the Davis Foundry and Machine Works before placing contracts elsewhere.

## New Car-Moving Device.

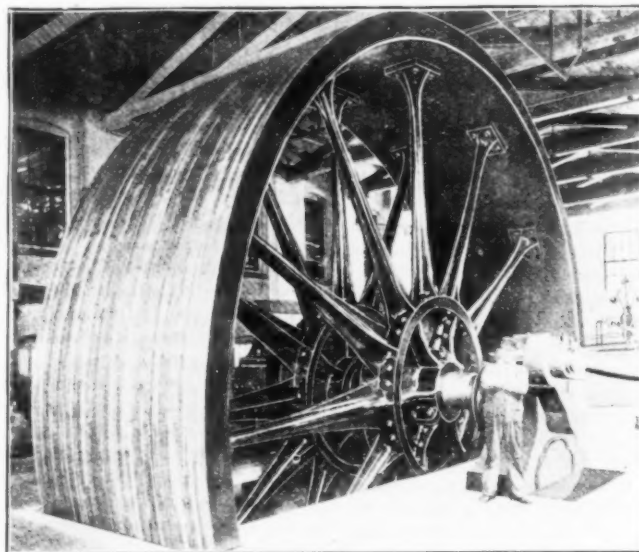
The accompanying illustration shows a new car-moving device constructed in



NEW CAR-MOVING DEVICE.

such a way that the concave block which comes in contact with the outer rim of the wheel turns it, and does not lift it, as is the case with many other car-movers which are made. The hooked lever which works under this block makes it very easy to operate. Instead of bearing on the top

The arms are so designed that each one will safely carry the belt-strain coming on its half of the wheel if the other eleven arms were entirely relieved, and the bolting of the hub is sufficient to carry its portion of the rim if cut adrift from the remainder of the rim.



THE AMOSKEAG FLYWHEEL.

of the rail, where it has become case-hardened from the wear of the rail, it has V-shaped bits which catch the side of the rail, where it is always soft, and they are beveled in such a way that they cannot slip, and sharpen themselves in sliding

The rim is built up in courses of thoroughly kiln-dried wood of from three to four inches in thickness. The butts in each course are left open three-quarters of an inch at the outer ends, and well-fitting hardwood wedges are driven in on hot glue with a heavy sledge, as are also the hardwood keys between the outer ends of the arms and the rim. Each piece in every course is thoroughly glued and secured in place with three-and-one-half-inch lag bolts.

Compared with iron, the wood rim is claimed to be ten times safer than the cast iron when the castings are good. This allows the wood-rim pulley to increase its speed to 3.25 times that of a sound cast-iron one, with equal safety.

The maker of this wheel says that nearly all large cast-iron wheels which serve as balance-wheels on steam engines are much heavier than is really necessary, owing to the great difficulty of constructing such large wheels from light castings. Builders are obliged to make the segments very thick to insure good castings and to allow sufficient stock for finishing, and are

along the rail, following the car after it is started. This tool is very durable, and is made entirely of malleable iron and best tempered steel, and weighs about eighteen pounds. Walter A. Zelnicker, 408 North

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generally sure to make all parts heavy enough to meet those ends; hence they get wheels that are too heavy.

Steam-engine users are invited to the consideration of this method of construction when accidents, contemplated changes or other reasons interest them.

The Chase Pulley Co., 201 Pitman street, Providence, R. I., manufactures the wheel described. The company recently completed arrangements with the

lions for fire purposes, has a 500-gallon underwriters' fire pump, complete equipment of hose and a hydrant system. This protection is independent of the city fire protection.

The plant is heated by a modern exhaust steam system. The tower is not alone for looks, but holds a 15,000-gallon water tank to supply the automatic sprinklers.

The D. A. Tompkins Company builds cottonseed-oil and cotton-mill machinery,

peculiar advantage of the use of an odorless and harmless gas. Such an ice machine is safe under all conditions, as safety-valves are provided, preventing unduly high pressure, no matter through what carelessness such pressure might be caused. The escape of a considerable quantity of refrigerating gas would be quite imperceptible, and would have no effect whatever on the operator or upon milk and cream stored or standing in the vicinity, the gas being as odorless as air itself. The use of such small refrigerating machines for making a suitable quantity of ice to be used in shipping cream to market, or for maintaining a large cooler or refrigerator for the storage of cream and milk, is perfectly feasible, and the number of such plants in the hands of dairymen and farmers is increasing.

The accompanying illustration gives a suggestion of the general appearance of the Cochran Company's carbonic anhydride refrigerating machine of one-half-ton daily capacity, set up in connection with ice-making outfit and milk cooler of a well-known pattern. The pipes shown in connection with the milk cooler can be easily extended to connect with circulating coils in a refrigerator or storage-room, thus allowing the use of the machine for ice-making, milk-cooling or storage at will. A gasoline engine furnishes the most convenient power for such an outfit, and if the size of machine is rightly chosen, throughout nine-tenths of the days, even in summer weather, there would be a surplus of power to be devoted to other work, so that the engine would bring a large return on the investment. In this connection it should be stated that the Cochran Company is manufacturing the well-known Brown gas engine, formerly supplied from Columbus, Ohio, having absorbed the Brown Gas Engine Co., thus affording users of this engine the assurance of a permanent location of headquarters and of the rapid and cheap supply of repair parts or fittings as required.

In a letter to the Manufacturers' Record Mr. A. O. Simpson of Glenn Springs, S. C., says that the Glenn Springs Company, of which he is treasurer, will make extensive improvements by putting in bottling works, carbonating outfits, electric lights, etc.

The Board of Trade of Maxton, N. C., is prepared to offer free sites to manufacturing enterprises. This association desires to explain the advantages of Maxton to prospective manufacturers, and solicits correspondence asking for information.

A preliminary report of the United States Geological Survey shows that in 1900 the value of the output in the Ozark mining regions was, zinc \$6,585,461, and lead \$1,382,778.

The sales in the Joplin (Mo.) district during the week ended March 15 were 10,939,100 pounds of zinc ore and 1,250,480 pounds of lead ore, valued at \$174,138.

The steamship Berkeley, built at the Trigg yards, Richmond, Va., for the Old Dominion Steamship Co., was successfully launched this week.

A dispatch from Austin states that a large deposit of saltpetre has been discovered in the mountains a few miles north of Van Horn, Texas.

In the Virginia assembly last week a bill relating to the employment of children in factories in the State was defeated.

During February, Alabama and Tennessee shipped 138,164 tons of pig-iron and 10,755 tons of cast-iron pipe.

## Improvements Around Birmingham.

A party of Baltimoreans, officials and directors of the Alabama Consolidated Coal & Iron Co., who are also officials and directors of the International Trust Co. of Baltimore, recently made an inspection of the Alabama Consolidated Coal & Iron Co.'s properties in and around Birmingham. It was decided that large expenditures should be made in developing the various properties of the latter company under the direction of Col. T. G. Bush, its president. New mines are to be opened, twenty new coke ovens are now building at Mary Lee, and fifty more ovens are to be built at Searles. Improvements, it is stated, will continue until all the equipment of the Alabama Consolidated Coal & Iron Co. attains the highest efficiency. One of the directors said: "We have returned to Baltimore inspired more than ever with confidence in the value of the Alabama Consolidated Company and its future. It is getting into splendid shape."

E. Assenmacher of Brussels writes to the Manufacturers' Record that he desires to get in connection with refiners of corn oil, producers of yellow grease, and with houses working in dried and evaporated fruits.

The assessed value of real estate at Macon, Ga., is \$9,252,227, and of personal property \$5,846,323.

## TRADE NOTES.

Want Any Steel Rails?—If so, it would interest purchasers to address Walter A. Zelnicker, 408 North 4th street, St. Louis. Mr. Zelnicker has just bought a 27½-mile railway, which he is taking up, and offers the rails for sale. There are about twenty-five miles of 35-pound steel rails and two and one-half miles of 56-pound steel rail, all in good condition.

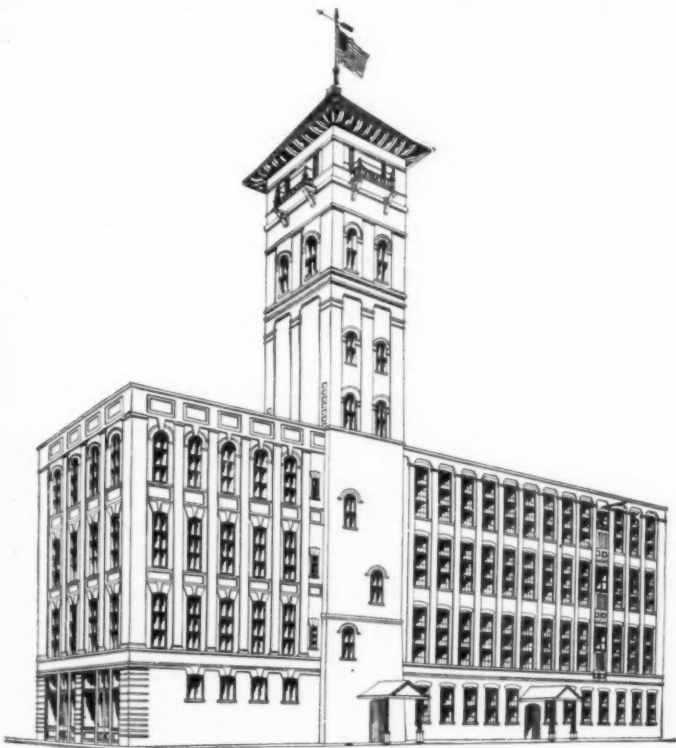
Hardware Business for Sale.—A long established hardware business, located in a town in central New York, is offered for sale. This offer comprises an opportunity of great merit. The possibilities of the business growing are most excellent. The town has 50,000 inhabitants. Send for particulars, addressing "Hardware Business," care Manufacturers' Record.

York Manufacturing Co.—This representative manufacturer of ice-making and refrigerating machinery at York, Pa., reports numerous orders on hand. Its most recent contracts included order for a 30-ton ice-making and refrigerating plant at Jamestown, N. Y.; 15-ton ice-making outfit at Crawfordsville, Ind.; 50-ton ice-making outfit at Omaha, and 25-ton ice plant at Topeka.

Largest in Its History.—Stillwell-Bierce & Smith-Valle Company of Dayton, Ohio, reports that the demand for its feed-water heater is now the largest in the history of its business. Recent shipments included heaters of varying sizes, from the smallest to the largest, sent to all parts of the country. The buyers were among the most important and most discerning in the trades.

Hawley Down-Draft.—Memphis (Tenn.) Street Railway is installing 800 horse-power more of B. & W. boilers and Hawley down-draft furnaces in its power plant. This makes 2800 horse-power of these same boilers and furnaces the company has installed in the past fifteen months. Address Hawley Down-Draft Furnace Co. of Georgia, 6 North Forsyth street, Atlanta, for further facts of interest.

Besly & Co.'s Orders.—Messrs. Charles H. Besly & Co., Nos. 10-12 North Canal street, Chicago, report their general business very good. They are receiving many orders for their celebrated Gardner grinder with spiral-grooved discs, recent shipments being made to California, Washington, Oregon, Wisconsin, Ohio and Pennsylvania. The hundreds of users of Gardner grinders throughout the country are very liberal in their orders for spiral circles, as they find that spiral circles made from emery and corundum, or carborundum, will do from 50 to 200 per cent. more work than any other known grinding surfaces. The firm is also receiving many orders from the coast for Helmet oil, Badger and Bonanza cups. General catalogue with discount sheet will be mailed upon application.



NEW SHOPS OF THE D. A. TOMPKINS COMPANY, CHARLOTTE, N. C.

Amoskeag Manufacturing Co. of Manchester, N. H., to make this wheel, taking over the wood-rim department, including the flywheels as designed by Chas. H. Manning, the Amoskeag Company's superintendent, and he will act as consulting engineer in the furnishing of the wheels.

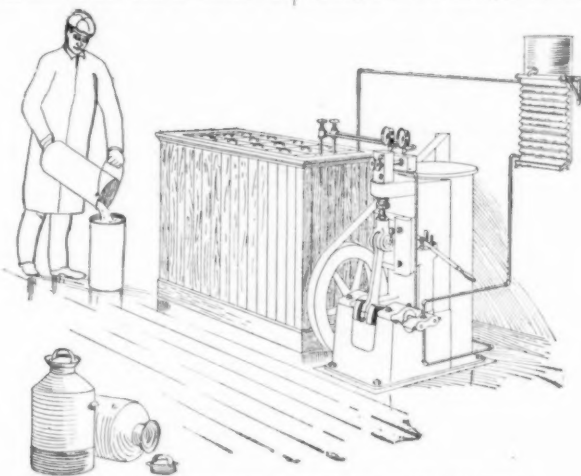
## The D. A. Tompkins Co.'s New Shops.

The D. A. Tompkins Company, Charlotte, N. C., is completing its new machine shop, into which will be moved its

and transacts a large repair business, and expects to increase its products largely.

## Small Refrigerating Machine.

Increasing competition in all lines is felt by the farmer and dairyman, as well as the manufacturer or workman, in populous centers. This is causing the use of small motors for various kinds of work on farms and plantations. For such purpose the gasoline engine has peculiar advantages in its safety and convenience,



CARBONIC ANHYDRIDE REFRIGERATING MACHINE.

plant. Competent judges say the structure, illustrated herewith, is one of the best-constructed shops in the United States. This superior construction, excellence of design and beauty of appearance indicate that the South is coming forward as the equal of any other section. The building is 40 feet wide, 200 feet long and four stories high. It is equipped with automatic sprinklers and lighted by electricity, has a cistern of water under the ground floor which holds 60,000 gal-

and the possibility of running it without skilled labor. The possession of such an engine or a small water-power suggests that the heavy ice bills of the dairymen engaged in delivering milk and cream in neighboring cities may be materially reduced by the use of a small refrigerating machine driven from the engine when the engine is not required for other purposes.

The Cochran Company of Lorain, Ohio, has for a long time made a specialty of small refrigerating machinery, having the

# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Birmingham—Street-car, etc., Works.—The Commercial Club has received a proposition for the establishment of the car and automobile works mentioned last week. A site 400x100 feet in extent and fifty lots for erection of operatives' cottages is asked.

Birmingham—Rolling Mill.—John D. Dwyer is interested in the organization of a stock company, with capital of \$50,000, for establishing a rolling mill with a capacity of 150 tons per day. Kentucky parties are also said to be interested.

Birmingham—Iron and Supply Company.—Birmingham Iron & Supply Co. has reorganized and increased its capital stock, and will, it is said, greatly enlarge its business.

Birmingham—Chemical Works.—Chemical Manufacturing Co. has been incorporated, with capital of \$100,000, for the manufacture of drugs, chemicals, paints, etc., by John C. Brain, D. R. Carlton, John T. Stokes and others.

Birmingham—Steam Bakery.—Electric Steam Bakery Co., with capital of \$10,000, has been incorporated by C. S. Simmons, A. M. Robertson and R. G. McCarty.

Birmingham—Coal Mines, etc.—T. H. Aldrich has sold between 3000 and 4000 acres of coal land for \$100,000 to parties who will inaugurate extensive developments.

Columbia—Electric-power Plant.—McGuff & Taylor have contracted with the town to furnish electricity for lighting purposes and power to run the pumps at the water-works. They will soon have power-house, now in course of erection, completed.

Cosada Station—Saw-mills.—Clear Creek Lumber Co., W. J. Robinson of Birmingham, Ala., president, has purchased 10,000 acres of timber lands near Cosada, and will build extensive mills for developing the property.

Epes—Fertilizer Works.—It is reported that Chicago capitalists are investigating with a view to erecting \$1,000,000 fertilizer works at Epes. John L. Horn of Epes is reported interested.

Eufaula—Medicine-cabinet Factory.—Dr. A. J. Glibert and others have organized Ready Doctor Medicine Co. for the manufacture of medicine cabinets and filling them with prepared medicines and placing same in homes,

etc. Factory for the manufacture of the cabinets has been established.

Eutaw—Cotton-oil Mill.—E. Cahn, Meridian, Miss., has charge of the building being erected by the Eutaw Oil Mill, which will contain equipment for a 60-ton cottonseed-oil mill.

Fossil—Coal Mines, etc.—Tennessee Coal, Iron & Railroad Co., Birmingham, Ala., will make extensive improvements at Fossil, including increase of its mines in capacity, erection of new power-house containing eight new boilers and with smokestack 166 feet high, large supply-house, erection of dwellings, etc.

Gadsden—Cotton-oil Mill.—Gadsden Cottonseed Oil Co. will install additional machinery for increasing its capacity to forty tons per day.

Huntsville—Furniture Factory.—Huntsville Furniture & Lumber Co. will double capacity of its factory.

Huntsville—Cotton Mill.—Eastern Manufacturing Co. will soon arrange for the doubling of its \$50,000 dyeing and weaving plant, an enlargement announced in November last.

Huntsville—Cotton Mill.—Lowe Manufacturing Co. will soon arrange for the doubling of its 12,500-spindle plant, an enlargement recently decided upon; capital lately increased from \$100,000 to \$200,000.

Huntsville—Furniture Factory.—Ward Furniture Manufacturing Co. will build a 90x100-foot addition to its plant.

Huntsville—Cannery.—Cincinnati (Ohio) parties are in correspondence with R. E. Pettus, president Chamber of Commerce, relative to establishing a canning factory at Huntsville.

Huntsville—Foundry and Machine Shop.—R. E. Pettus, president Chamber of Commerce, is negotiating with St. Louis (Mo.) parties relative to establishing machine shop and foundry at Huntsville.

Leeds—Woolen Mill.—Incorporated: Leeds Woolen Mills, capital \$50,000, by W. W. Gregg of Memphis, Tenn., and I. J. Harwood of Birmingham, Ala., for wool manufacturing and merchant tailoring.

Montgomery—Beer-cooler Factory.—Hendrix Manufacturing Co. has been incorporated for the manufacture of beer-coolers and other articles, by J. D. Hendrix, N. J. Grell, B. S. Grell, W. D. Wescott and others.

Scottsboro—Oil Lands.—F. Walter Doty and H. T. Lee of Findlay, Ohio, have leased and will develop 10,000 acres of oil lands near Scottsboro, and Pennsylvania parties have leased and will develop 15,000 acres of oil lands near same town.

Trussville—Coal Mines, Ore Properties, etc.—C. E. Buck of Chattanooga, Tenn., who was recently reported as having purchased mineral properties near Trussville and to develop same, has, with Mr. Lacey of Chicago, organized the Lacey-Buck Iron Co., with capital stock of \$300,000. Company will also develop mineral properties in Tennessee.

## ARKANSAS.

Blytheville—Supply Company.—Chartered: Blytheville Supply Co., with capital of \$25,000, by W. E. Talley, M. L. Mahan, M. B. Rayburn and others.

Carlsale—Creamery.—Grand Prairie Creamery Union, recently reported as incorporated, has purchased the business of the Grand Prairie Creamery & Manufacturing Co., and may enlarge same.

Cotton Plant—Water Supply.—W. A. Moore has contract for supplying town with water, and will build tank of 30,000 gallons capacity.

Fayetteville—Woodworking Factory and Lumber Mill.—Fayetteville Wagon Wood & Lumber Co. has been incorporated, with capital of \$50,000. Geo. W. Cleveland is president; Leslie H. Weston, secretary-treasurer.

Helena—Cotton Mill.—Premier Cotton Mills has contracted for machinery to double equipment; now has 5000 spindles.

Horatio—Lumber Company.—Phoenix Lumber Co. has been incorporated, with capital stock of \$300,000, by J. M. Rockwell, president; Jesse H. Jones, vice-president, and W. G. Addison, secretary-treasurer.

Lake City—Oil Wells, etc.—Chartered: Sunk Land Oil & Investment Co., with capital stock of \$200,000, by J. M. Williams, S. A. Sage, J. L. Sancomb and others.

Little Rock—Car Shops.—Plans are being prepared for the new shops of the Choctaw, Oklahoma & Gulf Railroad to be erected at Little Rock at a cost of about \$300,000; ter-

minals will also be doubled in size. Address F. A. Molitor, chief engineer, Little Rock.

Little Rock—Cotton-oil Mill.—Proctor & Gamble, proprietors of Buckeye Cotton Oil Co., Cincinnati, Ohio, have selected site at Little Rock for one of their proposed mills.

Morrilton—Cotton-oil Mill and Ice Plant.—People's Oil Mill has been organized and will install 20-ton cottonseed-oil mill and 10-ton ice plant.

Ola—Lumber Mills.—W. H. Patrick Lumber & Manufacturing Co. has been incorporated, with capital of \$25,000, by J. H. Pullin, W. H. Patrick, J. C. Bell and others.

Paris—Trading.—Chartered: Paris Trading Co., with capital stock of \$18,000, by W. A. Alvely, O. C. Woods, P. M. Nichols and others.

Pine Bluff—Mercantile.—Knox-Wherry Company, with capital of \$20,000, has been incorporated by L. C. Knox and others.

## FLORIDA.

Farmdale—Bridge.—Dothan, Hartford & Florida Railway will construct a bridge across East St. Andrews bay at Farmdale.

Jacksonville—Brewery.—Anheuser-Busch Brewing Association of St. Louis, Mo., is reported as to establish large brewery, ice and cold-storage plant at Jacksonville.

Loughman—Lumber and Shingle Mills.—W. J. Carter, George Weeks and R. L. Wilder have incorporated Carter & Weeks Co., with capital stock of \$20,000, for dealing in timber lands and manufacturing lumber, shingles, etc.

Manatee County—Saw-mills, etc.—The Florida Land Co., recently reported incorporated, with capital stock of \$1,000,000, by Ralph Capps, Geo. H. Mann and F. W. Valant of New York, will erect saw-mills for development of timber lands in Manatee county and otherwise improve the property preparatory to cultivation of fruits, etc.

St. Augustine—Hardwood Factory.—E. R. Childers of Fort Meade, Fla., has purchased 8000 acres of land and the St. Augustine Improvement Co.'s mills at Woodland, and is engaged in erecting other mills at this point.

Tampa—Publishing.—Herald Publishing Co. has been incorporated, with capital of \$10,000. Frank A. Walpole is president; Chas. R. Hawk, vice-president, and Geo. G. Clough, secretary.

Weir Park—Phosphate Lands.—Chicago parties have purchased, through R. L. Martin, phosphate lands, and will develop same.

## GEORGIA.

Atlanta—Publishing.—The company reported during the week to be organized by Charles Daniel, John Temple Graves and others for publication of a newspaper has incorporated as Atlanta News Publishing Co., with capital stock of \$50,000 and privilege of increasing to \$200,000.

Atlanta—Bridge.—Louisville & Nashville and the Southern Railway companies will construct an iron bridge of 128-foot span at Ellen N. Station; Frank S. Gannon, general manager of the Southern Railway, Washington, D. C.

Atlanta—Asphalt Paving.—Contract has been awarded Southern Paving Co. of Chattanooga, Tenn., for paving streets with asphalt.

Atlanta—Lumber Company.—Georgia Lumber & Development Co. has been incorporated, with capital stock of \$5,000,000, and privilege of increasing to \$10,000,000, for the development of lands in Georgia by building new towns, erection of houses and promoting manufacturing industries. Several thousand acres have been purchased in Emanuel county. Chas. Barry, Michael Jacobs and Chas. W. Phillips, all of New York, are the incorporators.

Comer—Cotton-oil Mill.—J. Pope Gholston will erect a cottonseed-oil mill.

Cooper Heights—Iron Mine.—H. S. Chamberlin and associates of Chattanooga, Tenn., will open new iron mine at Cooper Heights.

Griffin—Cotton Mill.—Douglas Boyd writes that he is organizing the mill company lately reported; 10,000 spindles are proposed, and a capitalization of \$200,000.

Loganville—Cotton-oil Mill.—Southern Cotton Oil Co. of Atlanta, Ga., has purchased the cottonseed-oil mill at Loganville of the Loganville Mill Co.

Marietta—Fertilizer Factory.—Marietta Fertilizer Co. has been incorporated, with W. M. McKenzie, president-treasurer, and

M. Dobbs, vice-president-secretary, to succeed the Marietta Guano Co. It was recently reported that the Marietta Guano Co. would change its name to above company, increasing capital and capacity of its plant to 30,000 tons a year.

Payne—Cottonseed-oil Mill.—D. A. Smith is interested in establishment of \$25,000 cottonseed-oil mill.

Ringgold—Timber and Mineral Lands.—Geo. L. Root, Honelin Building, Peoria, Ill., may be addressed regarding Georgia Tennessee Development Co., recently reported incorporated, with authorized capital of \$1,000,000, for developing timber lands, erection of mills, etc.

## KENTUCKY.

Center—Flour Mill.—John Harlow is erecting small roller flour mill; contract not awarded for machinery.

Etoile—Flour Mill.—Dock, Cooksey & Co. will build roller flour mill.

Harrodsburg—Oil Wells.—Edward Ryan of Pennsylvania, representing Eastern parties, has leased lands near Harrodsburg from Charles Robinson and Col. Jack Chinn, and will develop.

Henderson—Coal Mines, Oil Wells, etc.—A. Banks, E. C. Farmer and J. C. Moseley have incorporated Rich Grove Oil & Coal Co., with capital stock of \$700,000, for development of oil and coal lands, etc.

Kentucky—Oil Company.—Chartered: Under Delaware laws, the Ohio & Kentucky Oil & Development Co., with capital stock of \$1,000,000, by J. S. Spry, J. C. Hartzell, F. W. Mell, G. H. Erwin and others, all of Alliance, Ohio.

Knox County—Coal and Oil Lands.—Virginia & Kentucky Coal & Oil Co. has been incorporated for development of 1600 acres of coal and oil lands in Knox county by R. R. Henry, J. F. Hurt, Thos. Hankins, A. S. Higginbotham and others, all of Tazewell, Va.

Lancaster—Oil Wells.—Lancaster Oil Co. has been incorporated for development of oil wells, etc. W. J. Kinnaird is president; R. G. Ward, vice-president; J. J. Barton, treasurer, and Lewis Herndon, secretary.

Louisville.—Chartered: Gentry Bros. Shows, with capital stock of \$800, by Henry F. Gentry and others.

Louisville—Valve Works.—Huxley Valve Manufacturing Co. has been incorporated, with capital stock of \$15,000, by Frederick Wahl, Chas. E. Huxley of Quincy, Ill., and Thomas L. Jefferson.

Marion—Zinc Mines.—Marion Zinc Co. has been organized, with C. S. Knight of Fort Wayne, president; D. C. Griffith of Indianapolis, vice-president; Dr. J. S. Clark of Indianapolis, secretary. D. C. Roberts of Marion, Ky., is also interested.

Owensboro—Tobacco Factory.—Thos. Gallagher of Belfast, Ireland, will build \$60,000 tobacco factory at Owensboro.

Paducah—Livery.—Chartered: Tully Livery Co., with capital stock of \$5000, by Owen Tully and others.

Paducah—Mercantile.—Chartered: J. F. Perrine & Co., with capital stock of \$5000, for dealing in peanuts, etc., by J. F. Perrine and others.

## LOUISIANA.

Bastrop—Oil Mill and Fertilizer Factory.—Bastrop Oil & Fertilizer Works has organized, with capital stock of \$50,000. Address Chas. L. Wortham.

Jennings—Jennings Lumber Co. has been organized to manufacture lumber, etc., by E. M. Stebbins of Abbeville, B. F. McCarty of Patterson, La., and others.

Jennings—Oil Pipe Line.—Jennings Oil Pipe Line has been organized, with E. F. Rowson, president; F. H. Jaenke, vice-president; T. C. Mahaffey, secretary, and H. K. Midkiff, treasurer, to superintend the construction of the proposed pipe line of the Southern Oil Co. and the Jennings Oil Co.

Lafayette—Brick and Tile Works.—Lafayette Brick & Tile Manufacturing Co. has been incorporated, with capital of \$25,000, by C. O. Mouton, J. A. Roy, Louis Lacoste and others.

New Iberia—Shingle Mill.—W. H. Norris of the W. H. Norris Lumber Co. and M. L. Womack, Jr., of the Trinity River Lumber Co. of Houston, Texas, have purchased the Gebert shingle-mill property at New Iberia, La., and organized the Gebert Shingle Co. Limited, with capital stock of \$40,000, for operating same, with W. H. Norris, president; Thomas S. Foster, vice-president, and



M. L. Womack, Jr., secretary-treasurer. Company has acquired large bodies of cypress timber, and will have an output of 60,000,000 shingles a year.

New Orleans—Electric Company.—Hartwell Electric Co., Limited, has been incorporated, as lately reported, with capital of \$10,000, for conducting electrical construction and supply business, and has purchased the New Orleans Electric Co.; T. S. McLoughlin, vice-president-general manager.

New Orleans—Contracting Company.—E. A. Grasser, J. F. Brennan, Jules A. Grasser and others have incorporated the Grasser Contracting Co., with capital stock of \$25,000, for conducting general contracting business.

New Orleans—Carriage and Wagon Factory.—A. M. Haas, L. M. Wolf, A. B. Ragan and others have incorporated the Southern Vehicle & Manufacturing Co., Limited, with capital stock of \$25,000, for the manufacture of wagons, carts, carriages, etc.

New Orleans—Piano Company.—Sallie J. Hart, Jas. P. Simmons, John H. Johnson and others have incorporated the Junius Hart Piano House, Limited, for the manufacture and repair of pianos, etc.; capital stock is \$100,000.

New Orleans—Ship Brokerage Company.—Jacob Weinberger, Andrew J. Kelley, Arthur H. Page and others have incorporated the Kelley-Page Company, Limited, with capital stock of \$10,000, for conducting general ship brokerage business.

Shreveport—Flour Mill.—Sun Milling Co., lately reported organized by J. Perry Burrus and others of Dallas, Texas, for establishment of a flour mill at Shreveport, has awarded contract for 1000-barrel mill. Contract for the building will be let during the next week.\*

#### MARYLAND.

Baltimore—Distillery.—Baltimore Distilling Co. will make extensive additions to its plant at a cost of about \$50,000. Improvements include erection of a five-story, a two-story and two one-story structures, plans for which have been prepared by Chas. A. Seeling, and which will be of brick, stone and iron, and used for storage and office purposes.

Baltimore—Trunk Factory.—Peter Steiger, 20 West Lexington street, has organized the P. Steiger Trunk & Bag Co. and secured building, in which it is installing machinery for the manufacture of trunks, bags, etc.

Baltimore—Electric-light and Power Plant. People's Electric Light Co. has been incorporated, with capital stock of \$100,000, by R. F. Kelley, Wm. L. Thompson, H. C. Evatt, H. L. Rodgers and G. W. Sanders, and is authorized to operate plant for manufacture and distribution of electricity.

Baltimore—Glass Factory.—F. E. & W. A. Davis have completed plans for erection of two-story brick and stone storage warehouse as an addition to Swindell Glass Works (previously mentioned) to cost \$25,000. They have also prepared plans for a \$5000 addition to present storage building.

Baltimore—Marine Machine Shops.—Wm. Skinner & Sons' Shipbuilding & Dry-Dock Co. states in reference to the rumored marine machine shops mentioned last week: "The matter is simply one we are considering."

Baltimore—Publishing.—Chartered: Lancet Publishing Co., to conduct general publishing and printing business, with capital of \$300, by Cabell Calloway, Jr., Edmund B. Taylor, W. A. Hawkins and others.

Baltimore—Telegraph System.—E. R. Humphrey, Roy D. Hasler, J. J. Byrne, W. P. Roberts and others will incorporate the People's Telegraph Co., with capital of \$100,000.

Cumberland—Coal and Lumber Company.—Union Lumber & Manufacturing Co. has been incorporated, with authorized capital of \$50,000, for conducting general coal and lumber business, by B. A. Hageman of New York; W. W. Hanly, H. D. Billmeyer, G. E. Emmert and others of Cumberland.

Denton—Water-works.—City is considering construction of system of water-works. Address "The Mayor."

Mount Savage—Fire-clay Lands.—Cumberland Basin Land Co., L. R. Coates of Baltimore, Md., president, has purchased and will develop 2622 acres of coal and fire-clay lands near Mount Savage. New switch and mining plant will be constructed at once.

Pocomoke City—Telephone System.—The Telephone Company of Pocomoke City has been incorporated by William H. Walters, Emerson G. Polk, Isaac H. Merrill and others to succeed the Pocomoke Telephone Co. Extensive changes and improvements will be made.

Washington, D. C.—Manufacturing.—Reuben H. Andrews, Edmund P. Lacey, William M. Marmaduke and others have incorpo-

rated Andrews San Tee Co. for manufacturing.

Westminster—Limestone Quarries, etc.—William B. Thomas, Elias O. Grimes, W. Frank Thomas, E. Oliver Grimes, Jr., and John H. Cunningham have incorporated Wakefield Mills & Lime Co., with capital stock of \$50,000. Company will take over the Wakefield Roller Mills property, including creamery, limestone quarries (embracing 100 acres), etc., and will operate same on an extensive scale.

Williamsport—Water-works.—It is reported that D. Janney Howell of Washington, D. C., is preparing plans for water-works.

#### MISSISSIPPI.

Crystal Springs—Planing Mill.—P. J. Young & Sons will establish a planer.

Crystal Springs—Cotton Gin, Compress and Ice Factory.—Crystal Springs Ginning & Manufacturing Co. will be incorporated, with capital stock of \$10,000, for erecting and operating cotton gin, compress and ice factory.

Homer—Cotton-oil Mill.—Company is being formed, with capital stock of \$40,000, for establishment of cottonseed-oil mill. A. McCraine is interested.

McHenry—Brick Works.—B. A. Schneider, F. W. Fathene, A. F. Graham and others have organized \$10,000 company for the manufacture of bricks.

Meridian—Electric-light Plant.—Meridian Light & Railway Co. will enlarge its plant by installation of considerable new machinery, etc.

#### MISSOURI.

Doniphan—Printing.—Chartered: Prospect News Printing Co., with capital of \$5000, by J. Nunnelee, J. R. Morrison, W. H. Miles and others.

Kansas City—Oil and Fuel Company.—Nebraska Oil & Fuel Co. has been incorporated, with capital stock of \$500,000, by W. J. Cook, C. C. Calboy and Charles Cook.

Kansas City—Lumber Company.—Vanderwood Lumber Co. has been incorporated, with capital stock of \$30,000, by W. F.ingham, S. K. Gingham, W. F. Hench and others.

Kansas City—Winslow Ballot Machine Co. has incorporated to manufacture automatic voting machines; has purchased plant of Winslow Voting Machine Co., and will erect entirely new plant with capacity of 500 complete machines a year. L. R. Winslow is president.

Marquand—Flour Mill.—It is reported that Ben Whitener will build flour mill.

Monroe City—Electric-light Plant and Water-works.—City contemplates constructing water-works and electric-light plant at a cost of \$25,000. Address Geo. W. Tompkins, city clerk.

Sawyer—Cannery.—Implement Woodstock & Manufacturing Co. contemplates establishing a vegetable canning factory.\*

St. Louis—Dry Plate Glass Company.—National Dry Plate Glass Co. has been incorporated, with capital of \$40,000, by W. J. Wietlake, A. Schroeder and B. Barnmiller.

St. Louis—Hardware Company.—Otto Eble Hardware Co. has been incorporated, with capital of \$5000, by Otto Eble, Gustave Dammert and others.

St. Louis—Novelty Works.—American Novelty Manufacturing Co. has been incorporated, with capital of \$25,000, by Harmon C. Reece, Geo. B. Wood and John W. Wood.

St. Louis—Forage and Supply Company.—West End Forage & Supply Co. has been incorporated, with capital of \$4000, by Wm. Klipstein, J. P. Quigley and W. Randolph.

St. Louis—Machine Shop.—Meier Dental Manufacturing Co. contemplates increasing size of machine shop.\*

#### NORTH CAROLINA.

Claremont—Cotton Mill.—J. W. Setzer and J. I. Sigmon will organize Claremont Cotton Mills, with capital of \$150,000, to erect yarn mill.

Cooleemee—Cotton Mill.—Cooleemee Cotton Mills has ordered 5000 spindles and 163 looms, increasing complement to 25,000 spindles and 500 looms; company will later establish electric-lighting plant and sewerage system.

Greensboro—Water-works and Sewerage.—City is improving its water-works and extending sewerage system; water-works improvements include excavating reservoir, capacity 2,500,000 gallons, contract awarded; installation of filters, contract awarded; two new pumps, 1,000,000 gallons each, contract for which has not been awarded; cost \$40,000. Sewer work is not fully entered upon, but surveys are being made; will cost \$65,000; engineer in charge, J. M. Bandy.

Hudson.—J. P. I. Cord will, it is reported, erect a new flour mill.

Linwood—Veneer Factory.—Linwood Manufacturing Co. has been incorporated, with capital stock of \$10,000, for the manufacture of veneering, with J. W. Fitzgerald, president; Frank H. Beall, vice-president; J. R. Raper, treasurer, and L. V. Phillips, secretary. Secretary is architect in charge, and contract has not been awarded.\*

Marion—Furniture Factory.—Blue Ridge Furniture Co. (incorporated as recently reported), for the manufacture of furniture, has not as yet employed architect, builder or made any arrangements towards erection of its plant. Address J. D. Blanton.\*

Maxton—Cannery.—A. J. McKinnon, W. S. McNair and others have organized a company for establishing a cannery.\*

Oxford—Electric-light Plant.—City contemplates putting in an electric-light plant (about thirty arc lights), and will consider propositions either for lighting the town or for building and equipping the plant, with provision in contract that town may purchase plant within two years. Address S. W. Minor, mayor.

Pittsboro—Gin, Oil, Corn and Grist Mill.—Company has organized, with capital of \$5000, for establishing cottonseed-oil mill, gin, grist, corn and saw mills. R. W. Bland will be president; J. H. Ihrie, secretary-treasurer.

Raleigh—Water Supply.—Raleigh Hosiery Co. will construct 100,000-gallon reservoir and install pump of 500 gallons capacity per minute.

Rockingham—Cotton Mill.—Robertel Manufacturing Co. has decided to build the proposed additional mill recently reported as contemplated; intention is to duplicate present plant of 634 spindles and 300 looms; capitalized at \$125,000.

Wallace—Brick and Tile Works.—Wallace Brick & Tile Co. has been organized, with J. S. Westbrook, president; W. F. Murphy, general manager; A. L. McGowan, secretary-treasurer. Address president.\*

Weaverville—Flour Mill.—Pete Weaver will erect flour mill.

Whitakers—Saw-mill.—John R. Askew will erect saw-mill for developing timber land recently acquired.

Winston—Tobacco and Cigar Factory.—Casper Company has been incorporated, with capital stock of \$100,000, for the manufacture of tobacco, cigars, etc., by J. L. Casper, R. T. Finger and B. S. Speer.

#### SOUTH CAROLINA.

Catechee—Flour Mill.—B. P. Kelley will, it is said, replace his burr mill with complete roller outfit.

Catechee—Flour Mill.—Jacob Garrett has awarded contract for erection of 25-barrel flour mill.

Cedar Springs—Residence.—Frank P. Milburn, Columbia, S. C., has prepared plans for residence for W. L. Walker.

Charleston—Hotel Company.—Chartered: St. John Hotel Co., with capital of \$10,000; St. J. Allison Lawton, president; B. H. Rutledge, vice-president; W. Wallace Lawton, secretary.

Columbia—Granite and Marble Company.—Columbia Granite & Marble Monumental Co. has been incorporated, with capital of \$7500, by J. W. McCormick, Julius H. Walker, Francis H. Weston and others for dealing in granite and marble for building materials.

Columbia—Lumber Company.—Frank L. Outlaw and Fred W. Germany have incorporated Outlaw Lumber Co., with capital of \$5000, for conducting lumber and contracting business.

Easley—Creamery and Ice Plant.—J. T. Latham, W. A. Hamilton, W. L. Pickens, C. G. Voight and C. H. Carpenter have organized company for establishing creamery and ice plant.

Greenville—Water-works.—Paris Mountain Water Co. will extend its water-works by laying 12-inch main.

Honea Path—Cotton Mill.—J. D. Hammett of Greenville, S. C., is endeavoring to organize \$200,000 company to build mill of 10,000 spindles and 270 looms.

Lancaster—Water-works.—City will, it is reported, construct system of water-works. Address "The Mayor."

Leesville—Ginnery and Oil Mill.—Leesville Cottonseed Oil Mill Co., lately reported incorporated, will establish complete mill of twenty tons capacity with ginnery attached.

Orangeburg—Cotton Mill.—Orangeburg Manufacturing Co. is said to contemplate erecting another mill; now has 14,000 spindles and 400 looms; capitalized at \$200,000.

Saluda—Cotton-oil Mill.—Saluda Oil Mill Co. has increased capital stock from \$15,000 to \$25,000.

Spartanburg—Silk Mill.—Louis B. Magid,

representing the Sericulture & Manufacturing Co. of America, 25 Broad street, New York, contemplates locating silk mills in Spartanburg and other Southern towns; capitalization is \$2,500,000.

Syracuse—Land Improvement.—Syracuse Land Co. has been incorporated, with capital of \$3000, for dealing, by S. W. Wilson, president; R. B. Lewis, vice-president, and G. P. Jackson, secretary.

Westminster—Robbin and Shuttle Works.—Southern Shuttle & Bobbin Co. has increased its capital stock, as recently reported, and has enlarged its works.\*

#### TENNESSEE.

Bristol—Flour Mill.—J. B. Baumgardner, N. D. Bachman and R. L. Blevins have leased Twin City Flouring Mills; will improve and operate same.

Chattanooga—Boiler Shop.—Lookout Boiler Co. will erect new boiler-shop building at a cost of \$3000.

Chattanooga—Stove Foundry.—Chattanooga Stove Co. will, within a few days, award contract for erection of its proposed enlargement; to be four stories, 50x150 feet.

Chattanooga—Woodworking Plant.—Guerney Manufacturing Co., located at Roan Mountain, Tenn., manufacturer of split-wood pulleys and wooden bowls, will increase capital stock to \$50,000 and remove plant to Chattanooga, greatly increasing capacity there.

Chattanooga—Plow Factory.—Newell Sanders has received permit for erection of his proposed two-story plow factory, previously reported; cost \$5500.

Cumberland Furnace—Flour Mill.—Dr. W. P. H. Hunt will erect 50-barrel flour mill.

Jonesboro—Chemical Company.—Imperial Chemical Co. has been incorporated, with capital stock of \$1000, by Geo. T. Wofford, T. V. McCown, P. H. Wofford and others.

Johnson City—Steam Laundry.—S. A. Cooper will establish a steam laundry.

Knoxville—Oil Wells.—Burner-Stewart Oil Co. of Slatersville, W. Va., has leased and will develop 2000 acres of oil lands near Knoxville.

Knoxville—Refrigerator Plant.—C. B. Atkin has had plans prepared and is awarding contracts for erection of a three-story refrigerator factory, 200x52 feet, to cost \$25,000. Contract for brickwork has been awarded to Wm. Gervin. Power will be supplied with a 100-horse-power engine and two 60-horse-power boilers, contract for which is reported as having been let.

La Follette—Coal Mines, etc.—La Follette Coal, Iron & Railroad Co. is preparing to open a new mine of coking and domestic coal.

Lebanon—Electric-light Plant.—City will probably issue \$5000 of bonds for new electric-light plant. Address "The Mayor."

Lookout Mountain—Land Improvement and Development.—Lookout Mountain Land & Improvement Co. will be organized, with capital stock of \$300,000, for the development of Lookout Mountain as a summer and winter resort. Company will acquire the property of Lookout Mountain Land Co., including hotel and several hundred acres of land, and will construct railroad, equipped for trolley cars as well as for freight, and operate same by electricity developed by the water-power at Lula Falls. New cottages for renting purposes will be erected and a number of other improvements made. Address for particulars T. G. Montague, president First National Bank, Chattanooga, Tenn.

Martin—Machine Shops, etc.—Nashville, Chattanooga & St. Louis Railway, J. W. Thomas, Jr., general manager, Nashville, Tenn., states that it does not contemplate erecting machine shops or roundhouse at Martin, as had been reported.

Memphis—Stove Foundry.—South Pittsburg (Tenn.) Stove Works (previously reported to be removed to Memphis) will be operated as American Stove, Range & Foundry Co., just organized with capital of \$120,000; C. C. Huntington, president; T. G. Garrett, vice-president, and John J. Bowers, secretary-treasurer. Plant will have capacity of 40,000 stoves per annum.

Memphis—Abstract Company.—Chartered: Memphis Abstract Co., with capital stock of \$10,000, by A. S. Caldwell, W. E. McGhee, Rhea P. Cary and others.

Memphis—Lumber Mills, etc.—Chartered: De Soto Lumber & Manufacturing Co., with capital stock of \$40,000, by E. B. Cansey, C. D. Wailes, Pinckney Latham and others.

Morristown.—Chartered: Carter, Grubbs & Co., with capital of \$25,000, by L. C. Grubbs and others.

Morristown—Mercantile.—Chartered: Carter, Grubb & Co. (produce dealers), with cap-

ital of \$25,000, by L. C. Grubb, J. B. Nell, W. H. Maze and others.

Nashville—Trunk Factory.—Geo. and Walker White, H. M. and Samuel Johnson and George Bradley of Knoxville, Tenn., have organized \$25,000 company for establishing trunk factory at Nashville.

Nashville—Mercantile.—Chartered: Spellings, Parker & Co., with capital of \$10,000, by L. L. Spellings and others.

Nashville—Drug specialty Company.—Lloyd Drug Specialty Co. has been incorporated, with capital of \$5000, by J. I. Lloyd, T. C. Bryan, W. F. Allen and others.

Petros—Coal Mines.—Crooked Fork Coal & Coke Co., A. H. Wood, general manager, is constructing a number of tons of steel mine rails for extending its operations; also constructing overhead platform mine scales; capacity of mines will be increased.

Prairie Plains—Flour Mill.—J. K. R. Pearson will erect flour mill.

Shelbyville—Flour Mill.—J. B. Kingston & Co. has purchased and will rebuild the old Clary mill, recently burned, installing equipment for 50 or 60-barrel mill; will also install cornmeal outfit.\*

Union City—Shoe Company.—Nichols Shoe Co. has been incorporated, with capital of \$7000, by W. J. Nichols, W. Fox, G. A. Nichols and others.

#### TEXAS.

Beaumont—Oil Wells.—Atlas Oil Co. has been incorporated, with capital stock of \$150,000, by J. A. Paulhamus, W. R. McElroy, R. T. Paulhamus and others.

Beaumont—Equipment Company.—Neches Equipment Co., with capital of \$100,000, has been incorporated by A. C. Terry of Chicago, E. A. Sterling, J. L. Hudson and A. Reid of Beaumont.

Beaumont—Boiler Shops.—O. B. Greeves will build boiler shop to cost \$28,000.

Beaumont—Irrigation System.—Treadaway Canal & Rice Co. has been incorporated, with capital stock of \$400,000, for constructing and operating canals, reservoirs, dams, lakes, etc., for irrigation, navigation and milling, by W. F. Treadaway, C. O'Brien, Will Carroll, D. C. Call, James L. Keith and others.

Beaumont—Oil Pipe Line, etc.—Texas District Petroleum Co. has been incorporated, as recently reported, for construction of pipe lines, etc. Lucian D. Röss, No. 1 Union Square, New York, is the contractor in charge, and subcontracts have not been awarded. Address No. 1 Union Square, New York.\*

Brownwood—Oil Wells.—Brown County Oil Co. has been incorporated, with capital stock of \$50,000, by John G. Lee, C. H. Jenkins, John McMin and others.

Canton—Mercantile.—Chartered: D. L. Riley Company, with capital of \$10,000, by D. L. C. F. and Lydia Riley.

Chappell Hill—Cotton Mill.—It is proposed to build a \$50,000 cotton mill, and company is being organized. Geo. W. Carlisle can probably give information.

Crawford—Drug Company.—Chartered: Crawford Drug Co., with capital of \$5000, by A. O. Jordan, C. H. Graves and J. D. McCollum.

Cuero—Creamery.—J. Lester Williams of 216 West Lake street, Chicago, Ill., is building a butter, cheese and cold-storage plant at Cuero.

Eagle Lake—Rice Mill.—Eagle Lake Rice Milling Co. will be organized, with capital of \$50,000, for erecting rice mill, by Hon. John Lane, B. L. Vineyard, George Herder and others; has 30,000 acres of rice lands under cultivation.

El Paso—Saw-mills.—The Development Company of America, which recently purchased 500,000 acres of timber lands in Chihuahua, Mexico, will, it is reported, erect its saw-mills in El Paso, bringing the undressed logs to this point for cutting.

El Paso—Brewery.—Daniel Loew and Samuel Cole of Cleveland, Ohio, and William Hammell of Socorro, N. M., have organized El Paso Brewing Co. for establishment of a brewery at El Paso to cost \$150,000; capacity 25,000 barrels a year.

Gainesville—Packing Plant.—Will McKemle has purchased Hays Packing Co.'s plant, and will (with Adolph Busch of St. Louis, Mo.; M. A. Joy of Terrell, Texas, and others) organize company to operate same, installing ice and cold-storage plants.

Hillsboro—Manufacturing.—Hawkins Manufacturing Co., with capital of \$15,000, has been incorporated by H. P. Hawkins, T. G. Hawkins and C. R. Sullenberger.

Houston—Rice Mill.—Philip Rahn has contract for erecting the proposed \$50,000 mill of Bayou City Rice Mill Co., previously reported.

Houston—Machine Shops.—Jones-Kastenhuber Manufacturing Co. has been incorporated, with capital of \$25,000, by F. A. Jones, F. C. Jones and Edgar Watkins for manufacture and repair of machinery.

Houston—Promoting Company.—Southwestern Promoting Co. has been incorporated, with capital stock of \$100,000, by C. C. Waller of Beaumont, E. P. Spears of Houston, M. L. Walter of Fort Worth and others.

Houston—Electric Company.—Houston Electric Co. has increased its capital stock from \$2,075,000 to \$2,500,000.

Marshall—Boiler Shop.—Texas & Pacific Railway Co. will erect two-story boiler shop 150x100 feet; L. S. Thorne, general manager, Dallas, Texas.

Myra—Coal and Oil Lands.—Mr. Crandall has leased 160 acres of coal and oil lands from J. L. Townsend, and has formed a company to develop same.

Paris—Milling.—Chartered: Paris Milling Co., with capital stock of \$30,000, by Walter Bywaters, R. V. Womack, J. M. Lattimore and others.

Pecan Gap—Cotton-oil Mill.—Pecan Gap Cotton Oil Co. has increased capital stock from \$40,000 to \$60,000.

San Antonio—Electric-light and Gas Plants and Water-works.—Ordinance has been introduced in city council granting franchise to W. H. Weiss for construction of gas and electric plants and water-works.

San Antonio—Irrigation.—Illinois Irrigation Co. of Texas, lately reported incorporated, will build twenty miles of canal 200 feet wide, with sub-canals running from main canal, for irrigating 40,000 acres of land. Address F. R. Kimball, 522 Wyoming street.\*

San Antonio—Oil Wells.—White King Oil & Development Co. has been incorporated, with capital stock of \$300,000, by B. F. Caldwell, Springfield, Ill.; S. J. King, W. F. Baldrige of San Antonio and others.

Taylor—Oil Wells.—Nickel Plate Oil Co. has been incorporated, with capital stock of \$250,000, by Howard Bland, C. H. Booth, C. H. Welch and others.

Van Alstyne—Ice Factory.—Van Alstyne Ice Co. has increased its capital stock from \$10,000 to \$20,000.

Van Horn—Salt-peter Deposits.—Jesse Hinson, manager of Black Mountain Cattle Co., El Paso, Texas, has discovered salt-peter deposits in the Diablo mountains, near Van Horn.

Waco—Knitting Mill.—Young Men's Business League will erect the knitting mill reported last week; 100 to 150 people will be employed.\*

Waco—Electric-light Plant and Water-works.—City will in a short while begin construction of its electric-light plant and water-works recently reported, and wants plans, bids or correspondence with parties who can outline a proposition of the plant, to cost not exceeding \$300,000. Address J. W. Higgins, mayor.

Waxahachie—Saddlery.—George Plumhoff, Ed. Plumhoff and William Plumhoff have incorporated the Plumhoff Saddlery Co., with capital stock of \$30,000.

Waxahachie—Gin.—American Cotton Co., New York city, will build large gin at Waxahachie.

#### VIRGINIA.

Bedford City.—Bell Telephone & Telegraph Co. will construct complete system at Bedford City.

Courtland—Peanut Factory.—James T. Knight is erecting and will soon have in operation a peanut factory.

De Witt—Saw-mill.—Brunswick Lumber Co., branch of the Camp Manufacturing Co. of Franklin, Va., has large band-saw mill in course of erection near De Witt for the development of timber lands, and will also construct steam railway through its principal holdings. This company was reported several months ago as contemplating erection of this mill.

Edinburg—Flour Mill.—W. W. Koontz & Bro. will increase capacity of their flour mill from fifty to seventy-five barrels per day; contract for machinery not awarded.

Lynchburg—Water Supply.—Surveys will be made at once looking to the advisability of constructing a system for supplying the city with water by means of gravity, to cost \$600,000. Address "The Mayor."

Lynchburg—Buggy Factory.—Hughes Buggy Co. has been incorporated, with capital stock of not less than \$25,000, nor more than \$50,000. E. E. Hughes is president.

Midland—Flour Mill.—A. Chambers will erect roller flour mill.

Newmans—Flour Mill.—Rev. Mr. Hundley is erecting 35-barrel flour mill.

Newport News—Bridge.—Norfolk, Ports-

mouth & Newport News Railroad Co. will construct bridge across Western branch from Rodman Heights.

Norfolk—Real Estate.—Charles F. Harper Real Estate Co. has been incorporated, with capital stock of \$5000, for dealing in real estate, by Chas. F. Harper, L. Harper, James E. Shackelford and others.

Petersburg—Power Plant.—Virginia Passenger & Power Co. has contracted for about \$50,000 worth of machinery to be used in an additional power plant at the locks, which is said to be a preliminary step in the development of the water-power at the locks, where there is a fall of 100 feet, capable of developing at least 10,000 horse-power. Company contemplates building a large plant at this point and making other improvements at an expenditure of about \$500,000.

Portsmouth—Muslin Mill.—It is said that a muslin mill will be established by New York and Philadelphia parties. Dr. William Schmoeler of Portsmouth can probably inform.

Portsmouth—Pants and Overall Factory.—Domestic Manufacturing Co. has been incorporated, with E. D. Clements, president; H. R. Townsend, vice-president-general manager; J. Collins Armistead, secretary-treasurer, for the manufacture of overalls, pants, shirts, etc.; machinery has been purchased; capital stock \$10,000.

Richmond—Tobacco Factory.—Thomas Gallagher of Belfast, Ireland, has purchased and will operate the tobacco factory of Alfred T. Harris, Jr.

Richmond—Abattoir.—Virginia Abattoir Co. (previously reported) has obtained charter; capital stock to be not less than \$50,000 nor more than \$100,000.

Staunton—Coal Mines.—Sandy Ridge Coal Co. has been chartered, with capital stock of \$300,000, for developing coal mine in Dickenson county. Chas. A. Holt is president; Isaac Witz, vice-president, and Frank T. Holt, secretary-treasurer.

#### WEST VIRGINIA.

Belington—Coal mines.—Holy Grove Coal Co. has been incorporated, with authorized capital of \$300,000, by C. F. Titer of Philippi, W. Va.; V. C. Norton, Columbus, Ohio; H. I. Boreman, F. C. Pifer and J. S. Pifer of Buckhannon, W. Va.

Cecil—Coal Mines.—Pleasant Creek Coal Mining Co. is opening up new mine on its 400-acre tract. A bridge connecting the mines with the Belington branch railroad is being built at a cost of \$20,000.

Century—Coal Mines.—Century Coal Co., John K. Shaw of Baltimore, Md., president, which owns 10,000 acres of coal lands in Barbour county, will increase capacity of its plant to 1,000,000 tons a year; present output 500,000 tons.

Clarksburg—Mercantile.—Chartered: C. E. Fride Co., with capital of \$25,000, by T. B. Willison and others.

Clarksburg—Telephone System.—Sardia Telephone Co. has been granted franchise for erecting poles and wires along the county roads.

Clarksburg—Ice Plant.—Swift & Co. of Chicago will locate large storage-house with ice machinery at Clarksburg.

Fairmont—Coal Mines.—Hart Coal Co. has been incorporated, with authorized capital of \$100,000, for developing coal mines, manufacturing coke, etc., by W. B. Brooks, J. F. Cook, J. B. Alkire and others.

Mannington—Real Estate, etc.—Chartered: United States Industrial Federation, for dealing in and improving real estate, etc., by G. H. Alexander and others; authorized capital \$50,000.

Marion—Oil Lands.—J. S. Robinson of Clarksburg, W. Va., has sold 7000 acres of oil lands, containing a number of producing wells, in Wetzel and Marion counties, to the South Penn Oil Co. for \$1,000,000.

Martinsburg—Fruit Cultivation.—Mountain Glen Orchard Co. has been organized, with capital stock of \$10,000, for planting in fruit and cultivating 152 acres of land. M. G. Tabler is president; Harry C. Kitchen, secretary and treasurer.

Morgantown—Coal Mine.—A. C. Fulmer of Meyersdale, Pa., has purchased and will develop 2000 acres of coal lands near Morgantown.

Rowlesburg—Coal Mines.—Governor A. S. White, Charleston; Thos. E. Davis of Grafton and Wm. M. O. Dawson of Charleston have purchased 6500 acres of coal land (as recently reported under Martinsburg) and organized Briery Mountain Coal Co., with capital stock of \$100,000, to develop same; work has not been commenced, nor has engineer been engaged. Address Wm. M. O. Dawson for particulars.

Sycamore—Coal Mines.—Snowden Andrews of Baltimore, Md., has sold 900 acres of coal lands at Sycamore to New York capitalists.

Welch—Lumber Mills.—Welch Lumber Co., with authorized capital of \$10,000, has been incorporated by W. W. Henritze, E. P. Rocker, H. B. Bernheim and others.

Wellsburg—Reservoir.—City will vote on April 8 on the issuance of \$10,000 of bonds for building new reservoir and installing new pump, lately reported. Address Jaa. N. Beard.

Wheeling—Structural Steel Works.—It is rumored that La Belle Iron & Steel Co. will engage in the manufacture of structural steel.

Wheeling—Structural Steel Works.—West Virginia Bridge & Construction Co., reported incorporated last week with \$500,000 capital, has organized, with Edw. Hazlett, president; G. E. Wincher, secretary, and J. H. Barrett, general manager. Company will build plant for manufacturing bridge and general structural steel work. Steel buildings will be erected and modern machinery installed.

Womelsdorf—Coal Mines, Coke Ovens, etc. Junior Coal Co., Elkins, W. Va., has purchased Roaring Creek & Charleston and Roaring Creek & Belington railroads, together with the coal holdings in Randolph and Barbour counties, amounting to 800 acres. Company will take possession of same about April 1, and expects to erect at once 300 coke ovens.

#### INDIAN TERRITORY.

South McAlester—Water-works.—Chester B. Davis, 10 Wall street, New York, has been engaged to prepare report on water-works recently reported.

#### OKLAHOMA TERRITORY.

Cleveland—Telephone System.—Cleveland Telephone Co. has been incorporated, as recently reported, and will construct telephone system, for which no contracts for any part of the construction have been awarded.

Elk City—Publishing.—Chartered: Roger Mills Democratic Publishing Co., by K. W. P. Francis, C. H. Cape of Ural, Sam Flowney and W. Hinnof Busch and others.

Hobart—Water-works, etc.—Hobart Water Works & Sewer Co. has been incorporated, with capital stock of \$10,000, by Robert W. Shepherd, Frank J. Foster and A. E. Warren.

Hobart—Brick Works.—Chartered: Klowa Brick & Manufacturing Co., with capital stock of \$20,000, by John K. Martin, W. R. Livemore, R. R. Rohrer and others.

Lawton—Water-works.—L. L. Hawes and John M. Scott of Fort Worth, Texas, have received franchise for constructing water-works to cost \$30,000 at Lawton.

Lawton—Dam.—M. S. Sampson, J. R. Lewis, Frank M. Robinson, C. M. Slaughter and others will incorporate company for constructing a dam one mile long and half a mile wide in Litsley Canyon, with estimated capacity of 8,000,000 gallons, to supply water to mining interests.

Oklahoma City—Packing Plant.—O. K. Packing Co., lately reported incorporated, succeeds the Hoefer Packing Co., and contemplates making some improvements, but has not awarded any contracts as yet.\*

Oklahoma City—Wells.—Andy Blinn has received contract at \$975 for installing new system of wells for water supply.

Oklahoma City—Woolen Mill.—C. E. Colcord, C. M. Ames, John Threadgill and others have incorporated Oklahoma City Woolen Mills, with capital of \$50,000, to establish mill. Machinery of a plant at Springfield, Mo., has been bought.

Oklahoma City—Brick Works.—La Harpe Vitrided Brick Co., with capital stock of \$450,000, has been incorporated by J. R. Adams and Dr. Nelson of La Harpe, Kan.; James M. Housell of Oklahoma City and others.

Stillwater—Cotton-oil Mill.—Stillwater Oil Mill Co., lately reported incorporated, has capital of \$50,000, and will build 60-ton mill.

Woodward—Mining.—National Mining & Prospecting Co. has been incorporated, with capital stock of \$50,000, by H. A. Noun, Alfred C. Grimes, Fred Hary and others of Alva, O. T.; Otis Munson of Woodward and others.

#### BURNED.

Fayetteville, N. C.—The wood alcohol and spiritine works of Australls Manufacturing Company.

A Ball Engine.—Durham Traction Co. Durham, N. C., has recently ordered a 200 horse-power tandem compound engine, direct-connected to General Electric generator. Ball Engine Co., Erie, Pa., builds the engine.



## BUILDING NOTES.

Alexandria, La.—Courthouse.—Clerk of police jury will receive sealed proposals until April 7 for erection of a three-story fireproof courthouse building. Plans and specifications on file at office of District Clerk, Alexandria; E. Stanford Hall, 153 La Salle street, Chicago; Burton & Frankel, Helen Building, New Orleans, La., and the J. Kelly Gordon Company, Dallas, Texas.

Annapolis, Md.—Naval Academy Buildings. E. M. Noel and D. W. Thomas, associate contractors, Eutaw and McCulloh streets, Baltimore, have awarded a number of sub-contracts in connection with their \$2,000,000 contract for cadet quarters' buildings at Annapolis. Contracts are: Common brick, Burns-Russell Brick Co., Baltimore; face brick, C. C. Hendrickson, 237 Broadway, New York; clinker brick construction, also to Mr. Hendrickson; heating, ventilating and pipe covering, Crook, Horner & Co., Baltimore; fireproof construction, Columbia Fireproofing Co., Pittsburg, Pa.; laundry apparatus, American Laundry Machinery Co., New York; structural and ornamental iron, Brown-Ketcham Iron Works, Indianapolis, Ind.; sheet-metal work and slate roofing, W. H. Mullins, Salem, Ohio; thermostatic control, Powers Regulator Co., Washington, D. C.; United States mail chutes, Cutler Manufacturing Co., Washington, D. C., and steel mills, Maryland Steel Co.

Anniston, Ala.—Hotel.—Wm. H. Zinn, Edmund L. Tyler, James C. Sproul and others have incorporated Anniston Hotel Co., with capital of \$75,000, for erection of five-story hotel. C. W. Carlton & Co. are preparing plans.

Atlanta, Ga.—Temple.—John McHenry, J. N. Starnes, N. H. Mathews, T. K. Weaver and E. A. Baughan have incorporated the Fulton Odd Fellows Temple Co., with capital stock of \$10,000, for erection of a temple.

Augusta, Ga.—Depot.—Augusta Union Station Co. will open bids March 25 (reported during the week) for erection and completion of its Union Station according to plans and specifications prepared by Frank P. Milburn of Columbia, S. C. Each bid to be filed with T. K. Scott, president. Contractors will find plans on file at architect's office, Builders' Exchange, Atlanta, and at office of clerk of works at Augusta. Bond for \$50,000 will be required, and usual rights reserved. For further information address the architect.

Baltimore, Md.—Church Improvements.—Emanuel Protestant Episcopal Church, Rev. J. Houston Eccleston, rector, will make extensive improvements to cost \$35,000.

Baltimore, Md.—Building.—Ellcott & Emmart have completed plans for three-story additional brick and stone back building for James Carey, Jr., to cost \$10,000.

Baltimore, Md.—Apartment-house.—Gilden & Myers have prepared plans for seven-story apartment-house to be erected on Eutaw street at a cost of \$200,000.

Baltimore, Md.—Apartment-house.—Cecil Construction Co. has been incorporated, with capital of \$45,000, for building an apartment-house, by Alex. Shaw, C. Baker Clotworthy, Jordan Stabler and others.

Beaumont, Texas.—Residence.—W. B. Greaves will erect \$3500 residence.

Big Springs, Texas.—School.—City has voted issuance of \$18,000 of bonds for erection of school building. Address "The Mayor."

Bristol, Tenn.—Burson Investment Co. is having plans made by Hoffmeister & Doriot for erection of three-story brick building (late reported) for stores and offices; will be equipped with steam heat, electric elevator, lighting plant, etc. Contracts will be awarded in April, or as soon as plans can be completed and bids received.

Bristol, Va.—Tenn.—Depot.—Norfolk & Western Railroad Co. is making efforts for erection of a union passenger station at Bristol; L. E. Johnson, general manager, Roanoke, Va.

Century, W. Va.—Cottages.—Century Coal Co., John K. Shaw of Baltimore, Md., president, will build twenty-five miners' dwellings.

Chattanooga, Tenn.—Business Block.—Olmstead & Brown will erect three-story brick business building; plans have not been prepared nor contract awarded.

Clarksburg, W. Va.—Store Building.—D. W. Jacobs will erect three-story department store, of brick, with plate glass, electric light fixtures, etc.

Clarksburg, W. Va.—Business Block.—Judge Nathan Goff will erect three-story brick business block 70x70, to cost \$55,000.

Clinton, La.—School.—City has voted issuance of \$6000 of bonds for erection of school building. Address "The Mayor."

Coolemeec, N. C.—Cottages.—Coolemeec

Cotton Mills has begun the erection of ninety operatives' cottages.

Cumberland, Md.—Government Building.—Contract has been awarded to Arthur Cowdall of Washington, D. C., at \$97,000, for erecting the United States courthouse and postoffice building at Cumberland.

Dodson, N. C.—Courthouse.—County commissioners of Surry county will remodel courthouse after plans by W. A. Schenck of Cincinnati, Ohio.

Fairmont, W. Va.—Church.—Architect Badgley is drawing plans for new edifice for St. Peter's congregation to cost \$75,000. Address Rev. Father A. B. Bouton.

Fort Howard, Md.—Workshop.—T. B. Lamoureux, quartermaster, office depot quartermaster, Equitable Building, Baltimore, Md., will receive sealed proposals (in triplicate) until April 2 for furnishing all material and labor required for constructing frame building for ordnance workshop at Fort Howard. Usual rights reserved and information furnished on application.

Gonzales, Texas.—Church.—James Warrenburg of San Antonio, Texas, is preparing plans for the Baptist church reported lately to be erected; cost \$12,000. Contract has not been awarded. Address M. L. Potts.

Hawkinsville, Ga.—Jail.—Pauly Jail Building & Manufacturing Co. of St. Louis, Mo., has received contract at \$15,550 for erection of the proposed jail at Hawkinsville.

Huntsville, Ala.—Business Block.—Frank H. Newman will remodel his business block, recently damaged by fire; cost \$5000.

Huntsville, Ala.—Shed.—Contract has been awarded and work will be commenced on the \$5000 shed previously reported to be erected by the Southern Railway. Address Superintendent H. E. Hutchens, Memphis, Tenn.

Isle of Wight, Va.—Jail.—Supervisors of Isle of Wight county, C. H. Hart, chairman, will receive sealed proposals until March 31 for building county jail according to plans and specifications on file in office of county clerk; W. R. Brooke, city engineer, Norfolk, and B. F. Smith Fireproof Construction Co., Room 56, Metzgerott Building, Washington, D. C. Each bid must be accompanied by certified check for \$300. Bond required, and usual rights reserved.

Lake City, Fla.—Business Building.—Hensley & Fielder have received contract for erecting brick business building 45x70 feet for W. R. & T. S. Chalkler.

La Porte, Texas.—Business Building.—Wm. Schopke of Savannah, Ill., has awarded contract to J. P. Barker for erection of two-story business block at La Porte.

Lebanon, Tenn.—School.—School to cost \$15,000 will probably be erected. Address "The Mayor."

Lexington, N. C.—Store Building.—J. T. Hendrick will erect a two-story store building with plate-glass front.

Louisville, Ky.—Dwelling.—W. L. Martin will erect two-story frame dwelling to cost \$5500.

Mannington, W. Va.—School.—Glessey & Paris, Masonic Temple Building, Wheeling, W. Va., will draw plans for new school to replace one recently burned; cost \$20,000.

Marion, S. C.—Residence.—Frank P. Milburn of Columbia, S. C., has prepared plans for residence for Hon. C. A. Woods.

Memphis, Tenn.—Dwellings.—South Memphis Land Co. has awarded contract to C. J. Wagner for erection of 100 dwellings to be used for operatives.

Mena, Ark.—Jail.—Contract for erection of county jail has been awarded to Pauly Jail Building & Manufacturing Co. of St. Louis, Mo., at \$7400. Joseph Heidrich prepared plans and specifications.

Mobile, Ala.—Infirmary.—Contract will be awarded for erection of Providence Infirmary, three stories, brick, marble, iron, stone, tile roof, etc., to cost between \$50,000 and \$100,000. James M. Wade will probably have charge of construction.

Morristown, Tenn.—Business Building.—Rev. W. C. Hale will soon award contract for erection of a three-story brick business building 38x90 feet.

Moundsville, W. Va.—Business Building.—J. T. Francis will erect building 40x200 feet.

Nashville, Tenn.—Dwellings.—Belmont Land Co. has awarded contract for erection of three dwellings to cost \$4000 each.

Newport News, Va.—Residence.—Holtzclaw Bros. of Hampton, Va., have prepared plans for \$5000 residence for Dr. J. Wilton Hope of Newport News. Contract will be awarded at once.

Norman, O. T.—University Building.—Plans of Williams & Salyer of Oklahoma City have been accepted by the board of regents for the Norman University's proposed building.

Oklahoma City, O. T.—Business Building.—Asa Jones and Mr. Fuessler will erect three-story brick business block 75x100 feet.

Paris, Tenn.—City Hall.—City has accepted plans and specifications for City Hall, and is ready to receive bids for complete erection of same. Address W. C. Johnson, chairman committee.

Pensacola, Fla.—Office Building.—Louisville & Nashville Railroad Co. will build office building at Pensacola; R. Montfort, chief engineer, Louisville, Ky.

Richmond, Ky.—Opera-house.—Madison Lodge, No. 14, I. O. O. F., will erect opera-house.

Rocky Mount, N. C.—Depot.—Atlantic Coast Line will erect \$12,000 depot; W. G. Elliott, president, Wilmington, N. C.

St. Louis, Mo.—Warehouse.—Charles G. Stifel estate will build an eight-story brick store and warehouse to cost \$265,000.

Union Bridge, Md.—Station and Office Building.—Jackson C. Gott of Baltimore has prepared plans for station and office building at Union Bridge for Western Maryland Railroad.

Waco, Texas.—University Buildings.—Trustees of Add-Ran University have authorized an expenditure of \$30,000 in improvements, which will include erection of an additional three-story building.

Washington, Ga.—Courthouse.—Commissioners of Wilkes county, R. D. Callaway, chairman, will open bids April 15 for erection and completion of proposed courthouse according to plans and specifications of Frank P. Milburn, Columbia, S. C., which are on file with L. Smith, clerk. Certified check for \$1000 must accompany each bid. Bond required, and usual rights reserved.

Washington, D. C.—Store Building.—E. B. Stumph has purchased site at \$40,000, and will erect building as branch house for Stumph Bedding Co.

Welch, W. Va.—Bank Building.—McDowell County Bank is having plans and specifications made by Baker & Dallett of Crozer Building, Philadelphia, Pa., for erection of new bank and office building; cost about \$30,000.

West Liberty, W. Va.—Hotel.—W. H. Hearne has asked amended plans for his proposed hotel, bank and apartment-house; cost \$60,000; E. B. Franzheim, Hub Building, Wheeling, W. Va., architect.

Wheeling, W. Va.—Church.—Glessey & Faris, Masonic Temple, are preparing plans for St. Stephen's Church; to be of brick, with art glass, slate roof, etc., and cost \$10,000.

Williamsburg, N. C.—Hospital.—Noland & Bankerville have prepared plans for rebuilding tower building at Eastern State Hospital, to cost \$65,000.

Wilmington, N. C.—Clubhouse.—Howard Rollef Co. has had plans made by H. E. Baritz for erection of clubhouse to cost \$25,000.

Woodlawn Station, Birmingham, Ala.—Postoffice.—M. F. Wood will erect two-story brick building, to be used as postoffice.

## RAILROAD CONSTRUCTION.

## Railways.

Amarillo, Texas.—It is reported here that the Choctaw, Oklahoma & Gulf Railroad will extend its line westward from Amarillo to Albuquerque, N. M., a distance of about 600 miles, giving a direct connection for the Pacific coast.

Annapolis, Md.—A bill to enlarge the powers of the Chesapeake & Cumberland Railroad Co. has been introduced in the legislature. The charter permits the company to build a road from Cumberland to tidewater at or near Annapolis. T. Lee Marriott of Baltimore and others are the incorporators.

Austin, Texas.—Engineers for the Blackwell, Enid & Southwestern Railroad are reported to be surveying between Vernon and El Paso.

Austin, Texas.—Application has been filed by the International & Great Northern road to permit its line to cross the tracks of five other railroads.

Baltimore, Md.—Shreve & Co. have the contract for reducing curves on the Maryland & Pennsylvania Railroad between Baldwin and Fallston.

Birmingham, Ala.—The contract for the branch road from Dale, Blount county, to the Lehigh Valley Coal Co.'s mines is reported to have been let by the Louisville & Nashville Railroad Co. The line is seven miles long.

Birmingham, Ala.—Surveys preliminary to changing grades on the Alabama Great Southern Railway will, it is stated, soon be completed.

Birmingham, Ala.—It is stated that contracts have been signed for merging the Steel City Railway Co. and the Warrior River Power Co. into the Birmingham & Steel City Railway & Power Co., by J. W. Adams and R. R. Zell for the companies, and J. P. Hornaday of Cincinnati. The new company, it is reported, will construct a line from Birmingham to Ensley, and thence to Brookside and Adamsville, as well as to Wylam, Woodward and Bessemer.

Birmingham, Ala.—M. Casey has the contract for and is building a branch for the Southern Railway from Littleton to the property of the Sloss-Sheffield Steel & Iron Co. He predicts that two more railroads will be started near Birmingham within a year.

Chattanooga, Tenn.—The Lookout Mountain Land & Improvement Co. proposes to build a railroad from Point Lookout to Lula Lake to connect with the Durham Coal Railroad and the Central of Georgia. S. W. Divine is among those interested.

Clarksburg, W. Va.—Daniel O'Connell has received the contract for building the Iron Mountain & Greenbrier Railroad from the Chesapeake & Ohio at White Sulphur Springs to the Iron mountain on Anthony's creek.

Columbia, Texas.—It is reported that the International & Great Northern is considering plans to build an extension from Columbia to Bay City.

Corsicana, Texas.—A party of surveyors for the Chicago, Rock Island & Pacific Railway have begun a survey via Fairfield and Palestine to Beaumont.

Dallas, Texas.—A line is being surveyed for a cut-off for the Atchison, Topeka & Santa Fe from Roswell to Torrence, and thence near Belton, whence it will go to a point on the Santa Fe Pacific Railroad, the object being to make a shorter route to the Pacific coast.

Decatur, Miss.—Surveyors are at work near Decatur for the Mobile, Jackson & Kansas City Railroad.

Denison, Texas.—It is stated that seventy miles of rail have been laid on the Arkansas & Choctaw road, and that it will be completed next fall. The line is not yet located west of Ardmore.

Dunlap Station, Va.—It is reported that the Old Dominion Spike & Nail Co. of Richmond has surveyed and will construct a line of railroad along Dunlap's creek to rich iron ore beds in Alleghany county, Virginia. It will connect with the Chesapeake & Ohio two miles east of Dunlap Station.

El Paso, Texas.—James H. Boone has been granted a franchise to build a railroad from El Paso to Ysleta.

El Paso, Texas.—The Development Company of America, which purchased 500,000 acres of timber land in the State of Chihuahua, Mexico, will, it is stated, build a railroad to connect with the Sierra Madre, in order to develop the property.

Eureka Springs, Ark.—Tracklaying has begun on the 60-mile extension of the St. Louis & North Arkansas line from Harrison to Leslie, Ark.

Frederick, Md.—A survey for the Baltimore & Frederick Electric Railway will, it is reported, be made immediately, the company having obtained a franchise to enter Frederick.

Fredericksburg, Va.—The report that the Chesapeake & Western Railroad will build eastward from Harrisonburg via Thornton's Gap and Culpeper to Fredericksburg, and thence to deep water, is revived.

Frostburg, Md.—It is stated that arrangements have been made to extend the Cumberland & Frostburg Electric Railway to Lonaconing, eight miles farther, the line to Frostburg being almost completed. The extension will, according to report, be finished by August 1.

Guthrie, Okla.—The Tulsa Northern Railway Co. has been chartered to build from Tulsa, in the Creek Nation, to Owasso, in the Cherokee Nation; capital \$500,000. F. H. McGuire and others are interested.

Hagerstown, Md.—It is reported that a trolley line will be built from Boonsboro to Myersville, and will complete a line from Hagerstown to Frederick.

Helena, Ark.—Work on the Memphis, Helena & Louisiana Railroad, a new Gould line, is now active south of the Arkansas river.

Hot Springs, Ark.—The Interurban Railway & Power Co. of Hot Springs has been incorporated to build electric railways between Hot Springs and adjacent cities and towns and to operate a system in Hot Springs; capital \$500,000. Charles B. Eames of St. Louis is president.

Houston, Texas.—It is stated that the International & Great Northern will build from Houston to Orange, Texas, via Beaumont, a distance of 100 miles.

Houston, Texas.—Plans are under way to build an electric railway between Houston and Harrisburg, making an extension of the Congress-avenue line.

Jackson, Miss.—Surveys for the Memphis & Mobile Railroad from Grenada to Hattiesburg are reported as being made.

Kansas City, Mo.—It is announced that work has begun on the Kansas City, Mexico & Orient Railway in Southern Kansas, Texas and Mexico.

Knoxville, Tenn.—It is reported that Boston capitalists will build a railroad from Southport, N. C., to Knoxville.

Laredo, Texas.—The National Railroad Co. of Mexico, to build a line from Laredo, Texas, to the City of Mexico, has been incorporated, with \$65,350,000 capital. Edward H. Warren of New York is president.

Little Rock, Ark.—The Choctaw, Oklahoma & Gulf Railroad will, it is stated, double the size of its terminals at Little Rock and enlarge its yards to accommodate increasing business.

Middlesboro, Ky.—The Louisville & Nashville Railway is building a four-mile branch from the old South Boston Iron Works to coal lands at Stony Fork.

Nacogdoches, Texas.—A gap in the Texas & New Orleans Railroad is being closed between Muhl and Jacksonville, forty miles. The completion of this will connect Beaumont and Dallas by a short route.

Nashville, Tenn.—It is reported that engineers will make a new survey for the Nashville & Clarksville Railroad.

Navasota, Texas.—The council has granted the International & Great Northern Railroad authority to build a passenger track on Railroad street.

New Orleans, La.—J. B. Levert will, it is reported, build an eight-mile railroad to his sugar plantation.

Oklahoma City, Okla.—It is reported that tracklaying will commence immediately on the Oklahoma City & Western Railway between Oklahoma City and Quanah, Texas.

Paducah, Ky.—The preliminary survey for the Illinois Central's line from Paducah to Cairo, Ill., has been completed.

Palestine, Texas.—It is reported that the International & Great Northern has signed a contract to build a spur three and one-half miles long from Tucker, eight miles west of Palestine, to the salt mines.

Parkersburg, W. Va.—The Wabash and the West Virginia Central railroads are reported to be hastening to extend their lines into about 150,000 acres of new coal lands recently pooled by the two companies in Gilmer, Lewis and Braxton counties.

Pensacola, Fla.—A. V. Chubb, chairman, and others of a committee of the Chamber of Commerce are considering a proposition to build a railroad from Pensacola to Memphis.

Raleigh, N. C.—It is reported that a 10-mile railroad will be built from Wilson to Stantonburg by D. R. Crocker and others. A lumber company is also to begin work immediately on a standard-gauge road twenty-five miles long to Whiteville.

Raleigh, N. C.—Twenty miles of a railroad to be built from Kingston to connect with the Atlantic Coast Line has been constructed by the Gay Lumber Co. It is now being graded for freight and passenger traffic. The track is to be extended through Duplin and Pender counties to make the desired connection.

Richmond, Va.—Residents of Farmville are urging the Chesapeake & Ohio to build an extension from a point near Columbia or Scottsville to Farmville.

Richmond, Va.—Application will be made to the legislature, it is stated, to charter a railroad from Rockfish Depot, on the Southern Railway, to the copper mines of the Rockfish Valley Mining & Milling Co. Dr. J. C. Everett and others are interested.

San Antonio, Texas.—The Texas Midland will, it is reported, build an extension from Euless to Waco, thence to Georgetown, and from there to San Antonio.

Sandy Point, Texas.—Surveyors for the Velasco, Brazos & Southwestern Railroad are now near Sandy Point. The line is being surveyed north from Anchor, and it is believed will finally go to Fort Worth, but will now terminate at Duke.

San Diego, Texas.—It is stated that the widening of the gauge of the Texas-Mexican and the Mexican National railroads will be finished by June 1. The former proposes to move its depot at San Diego and to build new line.

Scottsboro, Ala.—The Southern Railway Co. will, it is reported, begin work on the Stevenson extension, between Scottsboro, Ala., and Chattanooga, about fifty miles.

South Pittsburg, Tenn.—A railroad survey from Battle Creek and Sweedon's Cove to the Needmore coal mines has been completed.

St. Louis, Mo.—The Southern Railway will, it is reported, make extensive improvements at its terminals in East St. Louis.

St. Louis, Mo.—The St. Louis Belt & Terminal Railway Co. has been chartered, with \$3,000,000 capital, to build twenty-one miles of line from Carondelet around St. Louis to the Eads Bridge, and to connect the Missouri Pacific and St. Louis & San Francisco roads, as well as to give them terminal facilities.

Tuscaloosa, Ala.—It is proposed to extend the Carrollton Short Line from Carrollton to Bridgeport, eleven miles. John T. Cochran is the owner of the road.

Westminster, Md.—The Wakefield Valley Railway Co. has been incorporated, with \$20,000 capital, by Wm. B. Thomas and others, who are interested in the Wakefield Mills & Lime Co.

Westminster, Md.—The proposed Baltimore, Westminster & Gettysburg Electric Railway will, it is stated, be the nucleus of a trolley line from Washington, D. C., to Reading, Pa., and reaching Westminster, Gettysburg, Chambersburg, Carlisle and Harrisburg.

#### Street Railways.

Chattanooga, Tenn.—Noll & Thompson have the contract beyond Avondale for building the street railway extension to Sherman Heights. Plans for the Rossville extension are completed.

Covington, Ky.—The Cincinnati, Newport & Covington Light & Traction Co. has been incorporated at Trenton, N. J., with authorized capital of \$10,000,000, to construct and operate street railways and furnish electric light. Henry W. Clark of New York and others are incorporators.

Jonesboro, Ark.—Capitalists of St. Louis will, it is stated, build an electric street railway in Jonesboro.

Richmond, Va.—The Passenger & Power Co. has applied to the city council for permission to build a double-track street railway on Brook avenue.

Texarkana, Ark.—Plans are under consideration for building an electric railway in Texarkana.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Compressor.—W. Frazier, care of Chesapeake & Ohio Railway, Ronceverte, W. Va., wants second-hand air compressor of sufficient capacity to run four or six quarry drills, No. 3½.

Red-factory Machinery.—American Bed Co., 117 North Second street, St. Louis, Mo., wants machines for weaving wire, colling wire, straightening pipe, bending pipe, making cotton felt, and for wood-frame woven-wire cots.

Boiler.—See "Creamery Equipment."

Boiler and Engine.—See "Veneer Machinery."

Boiler and Engine.—See "Furniture Factory."

Boiler and Engine.—See "Foundry Equipment."

Boilers and Engines.—See "Irrigating Equipment."

Bottles, etc.—J. A. Bell, Wampee, S. C., wants quotations on bottles, corks and labels for drugstore.

Bottling-works Equipment.—J. M. Echols Co., Lynchburg, Va., is in the market for bottles, paper cartons and corks.

Boxes.—C. C. Anglin & Co., P. O. Box 348, Galveston, Texas, are in the market for small wooden boxes for shipping merchandise.

Brick and Tile Machinery.—Wallace Brick and Tile Works, J. D. Westbrook, president, Wallace, N. C., wants bids on machinery for bricks, sewer pipe, tile, etc.

Bridge.—Bids will probably be opened about April 10 for construction of steel bridge across river at Columbus, Ga.; will consider both stone and cylinder piers; bridge to be 715 feet 4 inches long from center to center of end piers; estimated cost \$40,000. M. O. Beiling-rodt, assistant engineer Central of Georgia Railway, Savannah, Ga., prepared plans, is consulting engineer for the work, and can be addressed.

Building Materials.—Martinsville Telephone Co., Martinsville, Va., wants building materials.

Building Materials.—Thuma & Dovel, Bridgewater, Va., want to correspond with manufacturers of red and black veneer for doors.

Button Machinery.—See "Horn-novelty Machinery."

Canning Machinery.—Implement Woodstock & Manufacturing Co., Sawyer, Mo., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—A. J. McKinnon or W. S. McNair, Maxton, N. C., wants to correspond with manufacturers of canning machinery and supplies.

Canning Outfit.—S. F. Lord, Salisbury, N. C., wants complete canning outfit, including labels, cans, etc.

Corks.—See "Bottles, etc."

Cornmeal Outfit.—See "Flour Mill."

Cotton-roping Machinery.—See "Manila-rope Machinery."

Creamery Equipment.—Grand Prairie Creamery Union, Carlisle, Ark., may need a 10-horse-power boiler, separator, milk-coolers and pasteurizing machinery.

Dairy Equipment.—See "Creamery Equipment."

Electrical Machinery.—R. E. Grant, Middleport, Ohio, wants alternator, 200 kilowatt, two or three phase, 60-cycle, 2200 volts, new or second-hand. Address with full particulars.

Electric-light Plant.—See Industrial Item under Waco, Texas.

Engine.—Minchener & Henderson, Huntsville, Ala., want to buy traction or road engine.

Engine.—R. E. Grant, Middleport, Ohio, wants Corliss engine, 20x48, new or second-hand. Address with full particulars.

Engine.—W. Frazier, care of Chesapeake & Ohio Railway, Ronceverte, W. Va., wants light second-hand donkey engine, three-foot gauge.

Extracting Machinery.—R. W. Shelnor, Seneca, S. C., wants information concerning process of converting tanbark into a condensed or liquid form; also prices on required machinery.

Flour Mill.—J. B. Kingston & Co., Shelbyville, Tenn., want complete 50 or 60-barrel flour mill, cornmeal outfit and water-wheel.

Flour-mill Machinery.—C. A. Whitaker, Hillsboro, N. C., wants a second-hand 20-inch French burr stone in frame dressed to grind wheat or corn; does not want a feed mill.

Foundry.—Noel E. Turner, president Alabama & Mississippi Railroad Co., Vinegar Bend, Ala., wants bids and prices quoted on complete equipment for foundry and machine shop suitable for small railroad.

Foundry Equipment.—W. J. Loth Stove Co., Waynesboro, Va., wants to purchase an 80-horse-power boiler and 60-horse-power engine, either new or second-hand; also a blower to run about 70-inch cupola.

Furniture Factory.—Blue Ridge Furniture Co., Marion, N. C., will need engine, boiler and equipment for manufacturing furniture. Address J. D. Blanton.

Glass Roofing.—See "Roofing."

Horn-novelty Machinery.—Julian E. Kaufman, Box 23, Lexington, S. C., wants information regarding machinery, etc., for the manufacture of buttons, horn combs and horn novelties.

Ice Plant.—O. K. Packing Co., Oklahoma City, O. T., is in the market for a 10-ton ice plant.

Iron Castings.—Meler Dental Manufacturing Co., St. Louis, Mo., is in the market for light malleable and gray iron castings.

Irrigating Equipment.—F. R. Kimball, 523 Wyoming street, San Antonio, Texas, wants engines, boilers and pumps for irrigation canal with capacity for pumping 120,000 gallons of water per minute.

Knitting Machinery.—Young Men's Business League, Waco, Texas, wants prices on finishing machinery for knit underwear.

Labels.—See "Bottles, etc."

Lathes.—See "Shafting, Pulleys, etc."

Machine Tools.—See "Foundry."

Machine Tools.—Ouachita Cotton Mills, Monroe, La., is in the market for a lathe, 16-inch swing; 24-inch drill press, and a gear-cutter.

Manila-rope Machinery.—E. S. Banks, Silao, Gto., Mexico, wants price on equipment to make manila rope from one-quarter inch to one and one-quarter inches.

Oil Cars, Tanks, etc.—Texas District Petroleum Co., No. 1 Union Square, New York, will want oil cars, steel tanks, reservoirs, pipe and materials for pipe line, steam heat for pumping station, etc.

Paper-mill Machinery.—Frank P. Ervin, Manning, S. C., wants estimates on paper-mill machinery for working wood pulp.

Pipe.—See "Oil Cars, Tanks, etc."

Pipe-line Equipment.—See "Oil Cars, Tanks, etc."

Pulleys, Belting.—See "Veneer Machinery."

Pump.—Electric Construction Co. of Virginia, Richmond, Va., is in the market for an electric rotary pump to be used for fire protection and for pumping water in a fountain.

Railway Equipment.—J. F. Wettyman, Box 696, New Berne, N. C., is in the market for second-hand geared locomotive, standard gauge, eight-inch tread, weight thirteen tons, for wood rails; also four logging cars to match.

Railway Equipment.—Reeves & Morgan, Dothan, Ala., are in the market for new or second-hand four miles of 16 or 20-pound steel rail, with splices and spikes.

Refrigerator.—City engineer, New Orleans, La., will open bids March 24 for improvements at the morgue, including installation of a refrigerator, in accordance with plans and specifications on file with city engineer. Certified check for \$300 must accompany each bid, and bond required in the sum of 50 per cent. of contract price. Bidders will be furnished with blank forms of proposals, and bids on these forms only will be considered. Usual rights reserved.

Roofing.—M. B. Farrin Lumber Co., Cincinnati, Ohio, wants addresses of manufacturers of glass roofing.

Sewers.—Sealed proposals will be received by board of improvement, Edward W. Walcott, secretary, Atlantic City ward, Norfolk, Va., until March 25 for constructing sewers. Forms of proposals, copies of specifications, approximate schedules of work and instructions to bidders may be obtained and plans and profiles seen at office of James Riddle, engineer. Each bid must be accompanied by certified check for \$1000; \$20,000 bond required, and usual rights reserved.

Shafting, Pulleys, etc.—Southern Shuttle & Bobbin Co., Westminster, S. C., wants shafting, pulleys and lathes for spool bobbins, etc.

Steam Plant.—See "Oil Cars, Tanks, etc."

Tank.—E. R. Stewart, Newton, N. C., wants to purchase a tank for petrol.

Tank Cars.—Herrera, Rhein & Co., 111 Texas street, El Paso, Texas, wants correspondence relative to purchase of 100 tank cars for oil.

Tanks.—Sun Milling Co., Shreveport, La., wants two steel tanks, thirty feet diameter, forty feet high, erected.

Tannic-acid Machinery.—See "Extracting Machinery."

Textile-finishing Machinery.—See "Knitting Machinery."

Veneer Machinery.—Linwood Manufacturing Co., Linwood, N. C., will need outfit for cutting veneers; also boiler, engine, shafting, pulleys, belting, etc.

Water Filters.—F. T. Jones, general delivery, Richmond, Va., wants addresses of manufacturers of water filters for dwellings and offices.

Water Pipe.—Local board of improvements, Edward W. Walcott, secretary, Atlantic City ward, Norfolk, Va., will open bids March 25 for furnishing and laying water pipes. Forms of proposals, copies of specifications, approximate schedule of work and instructions to bidders may be obtained and plans and profiles of proposed work seen at office of James Riddle, engineer. Each bid must be accompanied by certified check for \$1000; \$5000 bond required, and usual rights reserved.

Water-wheel.—See "Flour Mill."

Water-works.—See Industrial Item under Waco, Texas.

Wireworking Machinery.—See "Bed-factory Machinery."

Woodworking Machinery.—Harris Bugle Co., Lynchburg, Va., is in the market for second-hand woodworking machinery suitable for wagon and carriage work.



Woodworking Machinery.—See "Furniture Factory."

Woodworking Machinery.—High Point Bed Spring Co., High Point, N. C., wants to buy 3-horse power boiler, 30-horse-power engine, eight-inch molder, band saw and swing saw.

Woodworking Machinery.—Roxboro Cotton Mills, Roxboro, N. C., wants to exchange 12-inch swing star lathe for a second-hand lathe with an 18-inch swing to turn off a 12-inch shaft.

Woodworking Machinery.—South Indianapolis Improvement Association, Indianapolis, Ind., wants resaw outfit, combination edger and cut-off saws, planer, matcher, stacker, automatic sander, sash and door machinery.

## TRADE NOTES.

Electric Light-Plant Contracts.—Numerous Southern industrial plants install isolated electric-lighting systems. The contracts for erecting and equipping such plants are secured largely by Southern companies manufacturing and dealing in electric-lighting machinery and supplies. The J. A. Hesse Electric Co. of Atlanta, Ga., has been a leading factor in securing electric-plant contracts. Its most recent orders were for plants for Bessemer Manufacturing Co., Demopolis, Ala.; Enterprise (Ala.) Cotton Mills, and Peripolis Lumber Co., Bayboro, Ga.

Cross Oil Filters.—Several months ago the Burt Manufacturing Co., Akron, Ohio, received an order for a Cross oil filter from the engineers of the great Calumet & Hecla copper mine. The filter did such good work that since then the Burt Company has received six additional orders. An advertising phrase used in connection with this filter has been that "it saves 50 per cent. on your oil bills," and it is to be supposed that the Cross oil filters are earning as big dividends on their cost as any of the more pretentious machinery for which the Calumet & Hecla plant is noted.

J. H. Day Company Enlarging.—The line of machinery manufactured by the J. H. Day Company at Cincinnati will be largely increased in the near future. This company's sifting, mixing, paint-manufacturers', bakers' and confectioners' machinery is well known throughout the country, and is becoming better and more generally known every day. The demand has been so urgent during recent months that an enlargement of the plant has been undertaken, and capacity of the works will be trebled.

Coal-Handling and Industrial Railway.—Among the orders recently received by C. W. Hunt Company of West New Brighton, Staten Island, New York, have been the following: Complete installation of coal-handling machinery, together with automatic railway and industrial track, for United States naval coaling station, Langley Point, Manila; industrial railway installation for Vulcanite Portland Cement Co., Vulcanite, N. J.; industrial railway, including cars, for Townsend & Downey Shipbuilding & Repair Co., Shooters Island, New York. The last-named company is the builder of the German Emperor's yacht Meteor, launched recently by President Roosevelt's daughter.

Insulation Coverings.—The H. W. Johns-Manville Co. has recently secured contracts for the application of its covering, among which are the following: Park Realty Building (Blake & Williams, contractors), Sixty-third street and Madison avenue, New York city, molded sectional covering; Asbestocel sectional covering for use by the International Silver Co. of Meriden, Conn. Clubhouse at the Jamaica racetrack is being fitted with Asbestocel covering, the contractors being G. I. Roberts & Bro. Fire felt and Asbestocel coverings are being used for insulation by the Landers, Frary & Clark Co., New Britain, Conn. Johns-Manville Company has its offices at 100 William street, New York.

Steam Superheated Plants.—Power Specialty Co., 126 Liberty street, New York, has been installing a number of successful steam superheater plants during the past year, and has taken contracts for about ten more, including the various types, such as are applied to the horizontal tubular, water tubular and marine type of boilers as well as separately-fired apparatus. The superheaters installed for the Hartford Electric Light Co. are used in connection with the 2500-kilowatt Parsons steam turbine. Those at the two new pumping stations of the Chicago Water Works each contain superheaters for six 250-horse-power marine-type boilers, and an experimental superheater has been sent to the Wisconsin University at Madison.

Goodell & Waters.—Messrs. Goodell & Waters announce that they have purchased the control of their business from the Amer-

ican Woodworking Machine Co., and sold the business to the Creswell & Waters Company, just incorporated with capital stock of \$250,000. Davis S. Creswell is president; Daniel A. Waters, vice-president and general manager, and Geo. M. Randle, treasurer. The new company controls all patents and patterns covering the machines built by Power, Tainter & Co., E. C. Tainter & Co. and Goodell & Waters. The Creswell & Waters Company will continue to offer users of woodworking machinery that line of machines that has afforded such great satisfaction to millers and manufacturers for many years. Offices are at 3101 Chestnut street, Philadelphia, Pa.

Electrical Supplies.—Western Electrical Supply Co. of St. Louis reports that it is anticipating an extremely heavy demand for supplies and construction material in spring work, and has laid in probably the largest stock of this material in the United States. Company is prepared to furnish promptly from St. Louis stock a complete line of wires and cables, cross-arms, cross-arm braces, insulators, construction tools of every description, overhead material for electric railways, and, in fact, everything pertaining to outside electrical construction. Also is carrying a very large stock of rubber-covered wires and cables, conduit and fittings, outlet and switch boxes and kindred material. Company says the outlook for a large increase in electrical construction of every description for the coming year is the best it has ever known. Send for catalogues.

H. W. Johns-Manville Company.—This representative manufacturer, offices at 100 William street, New York, has secured many large contracts recently. Among the orders was a complete line of insulation with fire-felt covering at Elmira, N. Y.; Asbesto-Sponge molded covering for a hospital at Elmira, and Asbestocel covering for what will be the largest tannery in New York State when completed. The company's St. Louis branch has order to cover with Asbesto-Sponge felt the new boilers of the Lemp Brewery, a special feature of which work will be the Asbesto-Sponge fittings of a sectional nature. A large contract, also at St. Louis, is to apply Asbesto-Sponge felt in the St. Louis Transit Co.'s power-house. Contract of a like nature for another power-house of the transit company is now under way. The work on these two power-houses will cost about \$30,000. The New Orleans branch reports a contract from Tennessee Coal, Iron & Railroad Co. to cover steam pipes in connection with the rail mill at Ensley.

Metal Hose.—American Metal Hose Co., No. 40 Dearborn street, Chicago, is receiving numerous inquiries as to its metal hose for the conveyance of corrosive oils and steam under high pressure. The hose is guaranteed to be absolutely tight and practically indestructible. It is made entirely of metal, and, strange as it may seem, is more flexible than rubber hose of equal dimensions and same weight. When this product first appeared many engineers thought it was impossible to make a steam-tight hose entirely of metal which would have the flexibility of rubber. There is no question but what this has been successfully accomplished. This is clearly shown by orders from users who abandon leaky rubber hose and buy the double metal hose. Chicago Edison Co., Illinois Steel Co., Standard Oil Co., Metropolitan Elevated Railway, South Side Elevated Railway Co., Illinois Central Railway Co., Nelson Morris & Co., McCormick Harvesting Machine Co. and Milwaukee Automobile Co., all in Chicago, are using the metal hose under high steam pressure. Descriptive literature is now ready.

## TRADE LITERATURE.

Steel Coal Tubs.—C. W. Hunt Company, 45 Broadway, New York, has issued a special leaflet telling the merits of its steel coal tubs for hoisting and conveying equipments. The style of tub embodies changes which twenty years' experience suggested. Great strength, durability and easy working qualities are combined in these tubs. Send for leaflet.

Heavy Lathes.—A recent publication presents one of the latest lines of heavy and powerful engine lathes. The manufacturer of these lathes has had all the benefit that long experience can give, and the machines are made in stock sizes, uniform and interchangeable. A complete plant of modern machinery and appliances and the most skilled workmen and designers enables the Pond Machine Tool Co., 135 Liberty street, New York, to offer the machines in reference. To be brief, a mere mention of the maker's name is sufficient warrant of the exceeding high quality of these heavy lathes.

For complete illustrated catalogue address the company.

Burt Company's Booklets.—Burt Manufacturing Co., Akron, Ohio, has issued two neat little booklets describing the Cross oil filter and the Burt exhaust head. It may be mentioned here that this filter was awarded the highest medal at the Pan-American Exposition, and that its sale has extended to twenty-eight different countries, while nine governments have adopted it for use in their navies, arsenals, etc. Send for booklets.

Propelling Mechanism for Vehicles.—The increase in the use of self-propelled vehicles is constantly attracting the attention of inventors desirous of improving the mechanism for propulsion. Fackler's propelling mechanism for vehicles is an improvement that has been devised by George G. Fackler of Lorain, Ohio. An illustrated leaflet describing the mechanism is now ready for interested parties. The device can be applied with great advantage to automobiles, invalid chairs, traction engines, heavy trucks, etc.

High-Grade Engines and Boilers.—There has been issued a little book to illustrate a few of the various types of Atlas engines and boilers selected from the more complete general catalogue. The Atlas Engine Works of Indianapolis, Ind., manufactures the machines mentioned. Its catalogue tells succinctly of the types chosen for the book. Efficiency and economy are found combined in the Atlas product, as some of the most exacting users of the country have ascertained to their great satisfaction. Literature on application.

Pneumatic Coating Machine.—The coating of walls, ceilings and other surfaces with liquids by means of painting machines is now in general practice. These modern coating machines are great workers towards economy, besides giving all the satisfaction that hand labor could possibly give. Hook's best pneumatic coating machine is one of the leading equipments for coating purposes. It performs the labor of twenty men with brushes. Send for leaflet of full details. Address F. E. Hook (the original pneumatic coating machine man), Hudson, Mich.

Indicators for Engines, etc.—The Tabor indicators for steam, gas and oil engines, etc., have met with a reception that is a lasting testimony to their high efficiencies. They are supplied to the British, German, Japanese, Dutch, Australian, United States, Russian, Chinese and Danish governments and to the principal engineering firms, colleges and technical schools in America and Europe. An illustrated and descriptive pamphlet has been issued and is ready for distribution to interested parties who have not as yet become acquainted with the Tabor indicators. Messrs. James Hartley & Co., 38 Victoria Building, Manchester, England, are sole agents and importers of the devices.

Pleasure Vehicles.—Among the many important industries introduced in the South has been that of manufacturing vehicles, both for home and foreign consumption. Pleasure vehicles are continually and increasingly in demand in all sections of the country, and the South assists in supplying all sections. F. A. Ames & Co. (F. A. Ames, proprietor) of Owensboro, Ky., have been especially successful in this regard. Their plant has developed from a small beginning to be an extensive establishment for manufacturing vehicles wholesale. This growth has been caused mainly by the high quality of work produced, and but little more commendable than that could be said. The 1902 Ames catalogue gives brief descriptions and prices, together with illustrations of the various classes of carriages offered. Dealers are requested to send for copy.

Brown & Sharpe Machinery and Tools.—This is a line that is well known throughout the manufacturing world, where it is extensively used. The active competition now prevailing in all classes of manufacture necessitates the installation and use of only the most modern and approved equipments in order that that competition may be successfully met. Buyers of Brown & Sharpe products may rest assured that they obtain the most modern and approved appliances, both in machinery and small tools. Milling machines, grinding machines, automatic gear-cutting machines, screw machines, cutters, accurate test tools, machinists' tools may be briefly mentioned as among the offerings of the large plant of the Brown & Sharpe Manufacturing Co. of Providence, R. I. The company's 1902 catalogue, fully illustrative and descriptive, is now ready for distribution. All users, present buyers and prospective buyers are urged to send for copy.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### Review of the Baltimore Market.

In the Baltimore stock market from Thursday, March 13, to Wednesday, March 19, inclusive, the principal feature was the strength in the common stock and income bonds of the United Railways & Electric Co. A stronger feeling developed around these securities early in the period, owing to a growing belief that the bill in the Maryland legislature to require the company to sell six tickets for twenty-five cents was doomed to defeat, and this expectation was realized, the measure being killed in the house of delegates, where it originated. There was brisk business done in both the common stock and the incomes. The first-mortgage bonds were quiet.

The securities of the G. B. & S. Brewing Co. were not so active as during the preceding period, but the trading in them disclosed a feeling of encouragement, based upon continued expectations of benefits to come from the abolition of the war tax, as well as from increasing business. The movement in them was, however, within narrow limits. The market was dull for the securities of the Mt. Vernon-Woodberry Cotton Duck Co., but prices remained about steady, with, perhaps, an improvement in the tone.

Consolidated Gas shares were actively traded in at times, and are displaying increasing strength as the time for the adjournment of the legislature draws nigh. Seaboard common and preferred stocks showed a rather easier feeling, but the movement in them was only fractional. There was comparatively little trading in either the shares or the bonds, which were steady.

Among the trust-company stocks International was conspicuous for a rise of more than five points, but there was a partial reaction from the topmost figure. The cause for the advance in these shares was said to be the improved prospects for business of the Alabama Consolidated Coal & Iron Co., in which the International is interested. At the advance few shares were offered, and there was little disposition on the part of the holders to part with their stock. The other trust-company shares were about steady. United States Fidelity & Guarantee scored a moderate advance.

A sudden jump of about twenty-five points in the stock of the First National Bank was ascribed to expectations of advantages to accrue from the purchase of stock in the institution by New York and other capitalists. The advance was also accompanied by rumors that the First National would absorb one or two other Baltimore banks. These reports were, however, immediately contradicted by parties in the institutions mentioned.

Considerable interest was manifested on the Stock Exchange in the bidding for the sale of the Western Maryland Railroad, and the shares sold at 26. A number of stockholders have deposited their certificates with a Baltimore banking-house, which will represent them in disposing of the stock to whoever may purchase the road.

In the trading United Railways common stock sold from 16½ to 17 at the beginning of the period; fell back to 16½, and then fluctuated between that point and 17. United incomes started at 60%, and advanced with considerable steadiness to 71%, from which there was a fractional

reaction, and then they recovered to 72, most of the advance being held. The first-mortgage bonds sold at 94½ to 94¾. G. B. & S. Brewing Co. common stock was dealt in at 18½ at the beginning, and after a decline of ¼ advanced to 19, the rise being well held. The Brewing income bonds were steady between 46½ and 47½, and the first-mortgage bonds between 53½ and 54. Cotton Duck common ranged from 10¼ to 10½; the incomes from 46 to 46½, while the first-mortgage 5s were steady at about 80. The range in Consolidated Gas was between 68 and 68½. Seaboard common moved between 24½ to 24¾, and the preferred between 44½ and 45½, the lower figures being reached toward the end of the period. The Seaboard 4s sold at from 84½ to 84¾, and the 5s at 103½ and 103¾.

International Trust moved up rapidly from 124½ to 130, and reacted gradually

to 128. United States Fidelity sold at 153 to 154½; Union Trust at 62½ to 64; Mercantile Trust between 170 and 171; Fidelity & Deposit at 167; Maryland Trust at 209 and 210; Colonial at 20; Maryland Casualty at 49½ to 49¾, and Security Storage at 104½.

Sales of railroad bonds which are not otherwise quoted were made during the week as follows: Columbia & Greenville 1st, 122; Newport News & Old Point 5s, 107; Piedmont & Cumberland 5s, 108; Lexington Street Railway 5s, 102½; Southbound 5s, 112½; Virginia Midland 2d, 115½; Atlanta & Charlotte 1st, 114½; Atlantic Coast Line of South Carolina, 103½; Coal & Iron Railway 5s, 103¾; Atlanta Consolidated Street Railway 5s, 103½.

Drivers and Mechanics' Bank stock sold at 300, and Nashville Railway certificates at 66½.

### SECURITIES AT BALTIMORE.

Last Quotations of Stocks and Bonds During the Week Ended Wednesday, March 19, 1902.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	170¼	...
Georgia Southern & Florida 1st Pref.....	100	99¾	...
Georgia Southern & Florida 2d Pref.....	100	77	80
United Railways & Electric Co.....	50	16½	16¾
Seaboard Railway Common Stock.....	100	24½	24¾
Seaboard Railway Preferred Stock.....	100	44½	45
Charleston Consol. Railway, Gas & Electric.....	50	11	13
Bank Stocks.			
Citizens' National Bank.....	10	33	34
Commercial and Farmers' National Bank.....	100	118½	...
Farmers and Merchants' National Bank.....	50	70¾	72
First National Bank.....	100	160	175
German Bank.....	100	106	...
German-American Bank.....	100	105	...
Manufacturers' National Bank.....	100	100	...
National Bank of Baltimore.....	100	112	...
National Howard Bank.....	10	10½	11
National Mechanics' Bank.....	10	20	...
National Union Bank of Maryland.....	100	119½	...
Third National Bank.....	100	110¼	...
Trust, Fidelity and Casualty Stocks.			
American Bonding & Trust.....	50	86	87
Baltimore Trust & Guarantee.....	100	300	320
Colonial Trust.....	50	28¾	29¼
Continental Trust.....	50	215½	217½
Fidelity & Deposit.....	50	167	168
International Trust.....	100	127	128
Maryland Casualty.....	25	49¾	50¼
Maryland Trust.....	100	211	212
Mercantile Trust & Deposit Co.....	50	169	170
Union Trust.....	50	64	65
United States Fidelity & Guaranty.....	100	153½	154½
Miscellaneous Stocks.			
G. B. & S. Brewing Co. (Voting Trust) Com.....	100	18¾	19
United Electric L. & P. Co. Pref. Stock.....	50	26	26½
Cotton Duck.....	100	10	10½
Consolidated Gas.....	100	68¾	68¾
Atlantic Transport.....	100	230	232½
Railroad Bonds.			
Georgia, Carolina & Northern 1st 5s, 1929.....		112¼	113
Georgia Southern & Florida 1st 5s, 1945.....		115	...
Petersburg, Class B 6s, 1926.....		129	...
Raleigh & Augusta 1st 6s, 1926.....		124¼	125
Southern Railway Consol 5s, 1904.....		...	121¾
Virginia Midland 1st 6s, 1906.....		107	...
Virginia Midland 2d 6s, 1916.....		122	123
Virginia Midland 4th 3-4-5, 1921.....		109	...
Virginia Midland 5th 5s, 1926.....		114½	...
Western North Carolina Consol 6s, 1914.....		116	121
West Virginia Central 1st 6s, 1911.....		114¾	115½
Charleston City Railway 5s, 1923.....		...	...
Charleston Consol'd Electric 5s, 1909.....		88	89
Knoxville Traction 1st 5s, 1928.....		98	99
Newport News & Old Point 5s, 1908.....		105¾	...
Norfolk Street Railway 5s, 1914.....		111	112
United Railways & Electric Cons. 1st 4s, 1919.....		94¼	94½
United Railways & Electric Income 4s, 1919.....		71¾	71¾
Seaboard 4s.....		84¾	84¾
Seaboard 10-year 5s.....		106½	103¾
Georgia & Alabama Con. 5s.....		112	112½
Miscellaneous Bonds.			
Mt. Vernon & Woodberry Cotton Duck 5s.....		79¾	80
Mt. Vernon & Woodberry Cot. Duck Incomes.....		45¾	46½
G. B. & S. Brewing 1st 3-4s.....		58¾	59
G. B. & S. Brewing 2d 3-4s.....		46¾	47¼
United Electric Light & Power 1928.....		...	84
Atlanta Gaslight 1st 5s, 1917.....		106	...
Consolidated Gas 6s, 1910.....		113½	...
Consolidated Gas 5s, 1930.....		116	...

### SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending March 18.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	75	91
Alken Mfg. Co. (S. C.).....	95	97
American Spinning Co. (S. C.).....	105	106
Anderson Cotton Mills (S. C.).....	127½	128
Arkwright Mills (S. C.).....	118½	119
Augusta Factory (Ga.).....	72	72
Avondale Mills (Ala.).....	82½	83
Bolton Mills (S. C.).....	101½	102
Bonnettsville Mfg. Co. (S. C.).....	85	95
Brandon Mills (S. C.).....	90½	91
Cabarrus Cotton Mills (N. C.).....	125	125
Clearwater Bleich. & Mfg. Co. (Ga.).....	100	103
Clifton Mfg. Co. (S. C.).....	175	175
Clinton Cotton Mills (S. C.).....	120	120
Courtenay Mfg. Co. (S. C.).....	120	120
Dallas Mfg. Co. (Ala.).....	75	75
Darlington Mfg. Co. (S. C.).....	87½	88
Eagle & Phenix Mills (Ga.).....	100	100
Enoree Mfg. Co. (S. C.).....	84	86
Enterprise Mfg. Co. (Ga.).....	90	93
Gaffney Mfg. Co. (S. C.).....	108	108
Granby Cotton Mills (S. C.) 1st Pfd.....	97	97
Granby Cotton Mills (S. C.) 1st Pfd.....	101½	101½
Granville Mfg. Co. (S. C.).....	165	170
Grendel Mills (S. C.).....	103	103

Henrietta Mills (N. C.).....	240	...
Kling, John P., Mfg. Co. (S. C.).....	95	98
Langley Mfg. Co. (S. C.).....	119	...
Laurens Cotton Mills (S. C.).....	145	...
Lockhart Mills (S. C.).....	100	100
Louise Mills (N. C.).....	100	100
Lynchburg Cotton Mills (Va.).....	125	130
Lynchburg Cotton Mills (Va.) Pfd.....	145	150
Manchester Cotton Mills (S. C.).....	109	109
Mayo Mills (N. C.).....	114	...
Newberry Cotton Mills (S. C.).....	116	...
Odell Mfg. Co. (N. C.).....	100	101
Orr Cotton Mills (S. C.).....	102½	102½
Paclet Mfg. Co. (S. C.).....	189	195
Pelzer Mfg. Co. (S. C.).....	175	175
Piedmont Mfg. Co. (S. C.).....	167	167
Poe, F. W., Mfg. Co. (S. C.).....	124	130
Richland Cotton Mills (S. C.).....	101	101
Richland Cotton Mills (S. C.) Pfd.....	101½	101½
Roanoke Mills (N. C.).....	90	100
Sibley Mfg. Co. (Ga.).....	72	74
Southern Cotton Mills (N. C.).....	105	105
Spartan Mills (S. C.).....	125	135
Trilon Mfg. Co. (S. C.).....	120	120
Tucuman Mills (S. C.).....	120	120
Union Cotton Mills (S. C.).....	125	135
Union Cotton Mills (S. C.) Pfd.....	100½	104
Victor Mfg. Co. (S. C.).....	108	112½
Warren Mfg. Co. (S. C.).....	97	99
Warren Mfg. Co. (S. C.) Pfd.....	106	106
Washington Mills (Va.) Pfd.....	100½	104
Whitney Mfg. Co. (S. C.).....	115½	120
Wilmington Cot. Mills (N. C.) Pfd.....	100	100
Wiscasset Mills (N. C.).....	115	125

### Bids for the Western Maryland.

Four bids were received by the city register of Baltimore for the city's interest in the Western Maryland Railroad. Messrs. McComas, Gaither & Greenbaum, a law firm representing the syndicate which purchased the West Virginia Central & Pittsburgh Railroad, bid \$8,509,819.92 in cash, payable ninety days after the passage of an ordinance authorizing the sale of the city's interest in the road. The bid is signed by Myron H. Herrick, W. S. Pierce and Edward L. Fuller, and is conditional, in that it depends upon the acceptance by Washington county, Maryland, of a special bid of \$434,000 for its preferred and common stock in the road. Messrs. Steele, Semmes, Carey & Bond, another legal firm, representing the Philadelphia & Reading Railway Co., bid \$7,004,098.99 cash. This bid was signed by President George F. Baer of the Reading. Messrs. F. S. & T. Edward Hambleton, Ralph Robinson and W. R. Crumpton, representing Hambleton & Co., bankers, of Baltimore, and the George D. Cook Company of Chicago and New York, offered \$6,000,000 in cash and \$4,000,000 of capital stock of the Western Maryland Railroad & Terminal Co., which they propose to organize.

Messrs. Thomas Ireland Elliott, Wm. Colton and Howard Tebbis, lawyers, through Mr. W. W. Varney, offered \$3,000,000 cash, \$1,000,000 cash in one year and \$1,000,000 cash in two years and \$6,000,000 in 5 per cent. income bonds to be issued on the property. They represented John O. Gilmor, president of the Colonial Trust Co. of Philadelphia; Chas. T. Schoen, vice-president of that company, and formerly president of the Pressed Steel Car Co.; Andrew McKinney, banker, of New York; Col. James McNaught, first vice-president of the Great Northern Railway of Canada, and Chas. F. Kindred of Philadelphia. It was stated that this syndicate would connect the road with the West Virginia Central. Mr. Varney, who was a member of the water board, resigned before bidding.

The bids were publicly opened and read aloud in the second branch of the city council chamber of the City Hall. Each bid was accompanied by a certified check for \$100,000, as required, and immediately after the reading of the bids they were placed in the hands of the special committee representing both branches of the city council on the Western Maryland Railroad, and the committee adjourned, subject to the call of the chairman. The committee named a subcommittee to confer with the mayor regarding the bids.

### Florida's Finances.

The report of State Treasurer James B. Whitfield of Florida for the year 1901 shows that the total receipts at the State treasury during the year were \$821,925.94, including a balance of \$277,885.10. The disbursements were \$681,443.82, leaving a balance of \$190,482.12. It is stated that Florida State bonds are in demand, but that for this year there will not be any of them outstanding except those held by the State educational funds. It is also stated that there is no floating debt. The entire bonded debt of the State consists of \$764,800 of 6 per cent. bonds and \$267,700 of 3 per cent. refunding bonds, making a total of \$1,032,500. All of these after January 1 next will be held by the State educational fund, and will bear only 3 per cent. interest.

### Southern Railway's Earnings.

The Southern Railway's report for the last six months of 1901 shows gross earnings of \$18,994,665, an increase of \$1,911,906; expenses and taxes were \$12,879,

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615, an increase of \$1,469,612, and net earnings were \$6,115,050, an increase of \$442,294. Income from other sources than operation added to the net earnings made a total income of \$6,529,576, out of which were paid fixed charges of \$4,000,621, leaving a surplus of \$2,438,955. The mileage of the system was 6738, an increase of 299 miles during the year. A dividend of 2½ per cent. on the preferred stock, which is an increase of one-half of 1 per cent., was declared.

### Net Gains of B. & O.

The Baltimore & Ohio Railroad Co. reports for the entire system east and west of the Ohio river, including the Baltimore & Ohio Southwestern, and covering a period of eight months up to March 1, gross earnings of \$33,878,908; expenses, \$21,371,189; net earnings, \$12,507,719. Gross earnings increased \$2,807,973, and net earnings \$2,080,636. The increase in expenses was only \$727,337.



